

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVIII., No. 23.]

SATURDAY, JUNE 8, 1872.

[WHOLE No. 1,885, VOL. XLV.

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, June 8, 1872.

The Northern Pacific Trade.

The great prize of the world's commerce in future is the control of the Northern Pacific trade and that of its dependencies on both continents. By a glance at a map of Mercator's projection, it will be seen that the continents of Asia and America converge towards the north, till at Behring's Straits they are only forty miles asunder; and as the bulk of the population of both continents is projected far to the north, it is obvious to the most casual observer that in the not remote future the commerce of the Northern Pacific Ocean is to overshadow in its extent and importance all others. The impulse that has been given to the public mind in this direction is chiefly due to the construction of the Union Pacific road, happily for the whole country already completed; and to the Northern Pacific road, now in rapid process of construction, under auspices that will ensure like, if not surpassingly, auspicious results. Few, however, comprehend in the remotest degree even the results that are to flow from the completion of the Northern Pacific road. By this route the two continents are brought about sixteen hundred miles nearer to each other than at any Southern point, and, considering the relative centres of population in each, it is clear to the dullest ap-

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JAY COOKE & CO.,

New York. Philadelphia & Washington.

JOSEPH U. ORVIS, Esq., formerly President of the Ninth National Bank, and late of the Security Bank of this city, respectfully announces to his friends and the public that, associated with his son HENRY P. ORVIS, he has opened an office at 96 Broadway, under the name of JOSEPH U. ORVIS & Co., for the transaction of a General Banking Business. Stocks, Bonds, Gold, Foreign Money and Exchange bought and sold. Deposits received subject to check. Four per cent. interest paid on balances. Collections made on any part of the United States and Canada. Prompt attention and quick returns. Commercial paper negotiated accounts solicited, correspondence answered promptly, and personal attention given to business entrusted to them. They are also special agents for 7-30 Northern Pacific Railroad Bonds, and can furnish all other Railroad Bonds at the lowest market price.

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Herapath's Railway Journal, of May 25th, says that a survey for a railway of about 600 miles in length has just been completed, under the direction of Mr. John Fowler, C. E., acting on the directions of the Khedive; the line is to commence at Essouan on the first cataract, and to terminate at Khartoom near the sixth cataract; the junction of the Blue and the White Nile being also in that locality. At Edab, in 18° north latitude the Nile commences a long detour, enclosing a desert. The proposed line will leave the valley near Edab and cross the desert, keeping pretty closely to the camel track. From Khartoom there will probably be extensions hereafter, forking from that point, one line taking Sonaar and the rich valley of the Blue Nile and its tributaries, and the other proceeding to the north-west to Cordogan and Darfur. The portion of the line across the desert will be about 150 miles in length; and other portions of the proposed line will be at distances varying from half a mile to a mile from the river. Mr. Fowler's staff have completed their survey, and are now on their way home. There is no doubt, we hear, that this great project will be executed, to the great advantage of Egypt in the development of its resources and increase of its rapidly-extending commerce.

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Lake Shore and Michigan Southern Railway.

The earnings of this road for the years ending December 31, 1870 and 1871, were as follows:

	1870.	1871.
Freight	\$8,658,661 81	\$10,151,352 93
Passengers	4,153 512 11	3,949,873 83
Express	282,088 87	285,460 59
Mails	142,190 67	169,983 74
Rents	47,657 67	40,686 56
Interest and divid's	56,096 92	
Sixty per cent. earnings J. & F. Railroad	77,542 00	150,711 48
All other sources ..	39,790 81	49,905 94
	\$13,457,540 86	\$14,797,975 07

Expenses, viz:

Repairs of road	\$1,315,188 64	\$1,506,143 37
" engines	543 973 74	618,908 04
" cars	659,987 46	878,431 14
" bridges	128,899 07	81,342 79
" fences	79,074 26	95,204 96
" build'gs.	290,157 49	326,399 29
General office exp.	193,783 16	182,196 29
Conductors, etc.	438,659 16	556,987 08
Engine and firemen ..	468,619 28	617,785 55
Agents and station labor	1,200,194 51	1,451,000 02
Telegraph repairs & supplies	17,162 61	27,503 54
Gas light account ..	17,187 51	22,016 23
New and re-rolled rails	701,149 71	731,908 62
Fuel consumed	968,434 25	1,169,072 64
Oil, waste, etc.	151,969 16	178,914 95
Office, train and station supplies	154,655 07	160,971 22
Loss and damage	106,383 36	147,208 66
Law expenses	23,479 98	35,544 99
New York office	10,866 39	12,803 61
Rents payable	54,706 14	56,853 22
Outside agencies and advertising	191,417 51	225,533 48
Contingencies	12,627 49	22,142 13
Insurance	4,518 05	185 40
Hire of cars	204,003 25	334,152 21
Taxes, State, county and town	335,227 05	344,358 41
Taxes, National	96,596 78	2,152 39
	\$8,368,821 08	\$9,779,806 23

Net earnings... \$5,088,719 78 \$5,018,168 84

From which deduct—

Interest on funded debt ..	\$1,814,267 82
Int. on floating debt ..	11,441 06
Rental Erie and Kalamazoo Railroad	30,000 00
Rental Kalamazoo, Allegan and Grand Rapids Railroad	103,800 00
Ten per cent. dividend on guaranteed stock ..	53,350 00
Eight per ct. dividend on common stock	2,757,320 00
First two installments of scrip	45,177 00
Government tax on dividends	71,858 63
	4,887,214 51

Surplus for the year 1871

To this surplus add—

Proceeds sale new bonds (\$4,150,000)	3,857,610 51
First and second installments new stock	2,537,830 00
Increase of floating debt in 1871 ..	70,579 91
Sale sundry assets	8,472 90

Total to be accounted for

Disposed of as follows—

Construction	\$3,348,388 70
Equipment	1,301,402 50
Advances to connecting lines	467,518 33
Pacific Hotel, Chicago	87,500 00
Merchants Despatch stock	50,000 00
D., M. & T. R. R. stock (10 shares) ..	1,000 00
Settlement back dividend, guaranteed stock	3,000 00
P. H. Watson—sundry advances for right of way	20,767 66
Balance on hand (being increase of assets over previous year)	1,330,875 46
Total, as above	\$6,605,417 65

The company is a consolidation of the following roads:

The Buffalo and State Line Railroad—extending from the city of Buffalo, in the State of New York, westward, to the State line of Pennsylvania, 68 miles.
The Erie and North East Railroad—extending from the State line of Pennsylvania to the city of Erie, in the State of Pennsylvania, 20 miles.

These two roads were consolidated, under the name of the Buffalo and Erie Railroad Company, in the year 1867, in pursuance of laws of the States of New York and Pennsylvania.

The Cleveland, Painesville & Ashtabula Railroad—extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland in the State of Ohio, 95 miles.

The Cleveland and Toledo Railroad—extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio, 113 miles.

With a branch (or Northern Division,) extending from Elyria, twenty six miles west of Cleveland, via the city of Sandusky, in the State of Ohio, to Millbury, (Junction with Main Line near Toledo) 74½ miles.

These two roads last mentioned were consolidated, under the name of the Lake Shore Railway Company, in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania.

The Michigan Southern and Northern Indiana Railroad—extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois, 244 miles.

This road was consolidated with the Lake Shore Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, in May 1869, pursuant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois.

In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming a continuous line of railway, five hundred and forty miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois.

The company owns branches as follows:

Ashtabula, Ohio, to Jamestown, Pa., 36 miles.
Elyria, Ohio, via Sandusky, to Millbury, (Junction with Main Line,) 74½ miles.
Toledo, Ohio, to Elkhart, Indiana, (Air Line,) 123 miles.
Adrian, Michigan, to Jackson, Michigan 46 miles.
Adrian, Michigan, to Monroe, Michigan 33 miles.

The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company:

The Detroit, Monroe and Toledo Railroad—extending from Toledo, in the State of Ohio, to the city of Detroit, in the State of Michigan, 65 miles.

The Kalamazoo and White Pigeon Railroad—extending from White Pigeon, Michigan, to Kalamazoo, Michigan, 37 miles.

The following roads are operated by this company under leases:

The Jamestown and Franklin Railroad—extending from Jamestown, Pennsylvania, (where it connects with the Ashtabula Branch,) to Oil City, Pennsylvania, 51 miles.

This company has a large proprietary interest in this road, and operates it under a lease for sixty per cent. of the earnings.

The Kalamazoo, Allegan & Grand Rapids Railroad—extending from Kalamazoo, Michigan, to Grand Rapids, Michigan, 68 miles.

The terms of this lease are, the payment of interest on bonds and stock amounting to \$103,800 per annum.

That portion of our Main Line, from Toledo, Ohio, to Adrian, Michigan, thirty-three miles, was acquired by a perpetual lease from the Erie and Kalamazoo Railroad Company, by the terms of which this company pays the sum of \$30,000 per annum.

The whole number of miles of Railroad owned and leased by this company is one thousand and seventy-four.

The company also has ninety-two miles of double track, between Buffalo and Toledo, and two hundred and fifty-nine miles of side tracks.

During the year 1871 the equipment was increased to the extent of forty seven new engines and eleven hundred and fifty-one new cars, of various classes, at a cost of \$1,203,747 87.

The authorized capital stock is \$50,000,000. Of this sum there was issued to the stockholders of the various companies entering into the consolidation, \$35,000,000. Under the provisions of the consolidation agreement, (printed in connection with the Annual Report of 1870, page 41,) a previous vote of the stockholders was necessary to authorize the issue of the remaining \$15,000,000.

A meeting of the stockholders was held at the city of Cleveland, Ohio, July 27, 1871, at which, by a vote nearly unanimous, the issue of the \$15,000,000 of stock was authorized, and the Board of Directors were empowered to sell and dispose thereof in such manner as they should deem most conducive to the interests of the company.

In pursuance of this authority, the Board of Directors sold to the holders of the common stock, as of October 7, 1871, \$14,000,000 at thirty three and one-third per cent. This allowed each common stockholder to purchase forty per cent. of the amount of stock held by him. The terms of the sale were ten per cent. payable November 1, 1871; ten per cent. payable December 1, 1871; the remainder being thirteen and one-third per cent. to be called on thirty days previous notice on or before August 1, 1872. The two called installments amounted to the sum of \$2,757,320, of which but \$25,582 remains unpaid.

Upon the payment of the thirteen and one-third per cent., not yet called, the capital stock of the company will stand as follows:

Common stock \$49,466,500
Guaranteed (ten per cent.) stock 533,500

Total

Of the \$50,000,000 of stock issued, the sum of \$533,500 is claimed to have been guaranteed by the late the Michigan Southern and Northern Indiana Railroad Company, as entitled to dividends at the rate of ten per cent. per annum. A claim is being preferred by holders of a portion of the guaranteed stock for dividends from 1857 to 1863, when the regular payment of dividends was commenced, which claim is controverted.

The claim for back dividends has been released on three thousand five hundred and six shares, leaving one thousand eight hundred and twenty-nine shares unassented.

The bonded debt of the company (not including the debt of the Detroit, Monroe and Toledo Railroad Company, and the Kalamazoo and White Pigeon Railroad Company, the stock of both of

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The authorized capital stock is \$50,000,000. Of this sum there was issued to the stockholders of the various companies entering into the consolidation, \$35,000,000. Under the provisions of the consolidation agreement, (printed in connection with the Annual Report of 1870, page 41,) a previous vote of the stockholders was necessary to authorize the issue of the remaining \$15,000,000.

A meeting of the stockholders was held at the city of Cleveland, Ohio, July 27, 1871, at which, by a vote nearly unanimous, the issue of the \$15,000,000 of stock was authorized, and the Board of Directors were empowered to sell and dispose thereof in such manner as they should deem most conducive to the interests of the company.

In pursuance of this authority, the Board of Directors sold to the holders of the common stock, as of October 7, 1871, \$14,000,000 at thirty three and one-third per cent. This allowed each common stockholder to purchase forty per cent. of the amount of stock held by him. The terms of the sale were ten per cent. payable November 1, 1871; ten per cent. payable December 1, 1871; the remainder being thirteen and one-third per cent. to be called on thirty days previous notice on or before August 1, 1872. The two called installments amounted to the sum of \$2,757,320, of which but \$25,582 remains unpaid.

Upon the payment of the thirteen and one-third per cent., not yet called, the capital stock of the company will stand as follows:

Common stock \$49,466,500
Guaranteed (ten per cent.) stock 533,500

Total..... \$50,000,000

Of the \$50,000,000 of stock issued, the sum of \$533,500 is claimed to have been guaranteed by the late Michigan Southern and Northern Indiana Railroad Company, as entitled to dividends at the rate of ten per cent. per annum. A claim is being preferred by holders of a portion of the guaranteed stock for dividends from 1857 to 1863, when the regular payment of dividends was commenced, which claim is controverted.

The claim for back dividends has been released on three thousand five hundred and six shares, leaving one thousand eight hundred and twenty-nine shares unassented.

The bonded debt of the company (not including the debt of the Detroit, Monroe and Toledo Railroad Company, and the Kalamazoo and White Pigeon Railroad Company, the stock of both of

which roads is owned by this company) amounts to \$24,909,000.

The annual charge for interest on this debt is \$1,743,630.

Of this debt fourteen classes of bonds are secured by mortgages on distinct portions of the several roads entering into the consolidation.

On July 1, 1871, the company executed a consolidated mortgage, (a copy of which is hereto appended,) with a provision for a sinking fund to secure the payment of bonds registered and coupon, to the amount of \$25,000,000, bearing interest at the rate of seven per cent. per annum.

The interest on the registered bonds is payable quarterly (January, April, July and October), and on the coupon bonds semi-annually (January and July), both at the office of the Union Trust Company of New York.

Of the bonds secured by this mortgage, a sufficient amount has been set apart to secure the payment of the bonded debt at maturity, and the proceeds of the residue have been appropriated to the double tracking of the Main Line, and to the procurement of additional equipment.

The earnings from freight, compared with 1870, show an increase of \$1,492,691 12, or, seventeen and one-fourth per cent.; but we moved an increased tonnage of twenty-six and one-half per cent., or seven hundred and seventy nine thousand six hundred and fifty-one tons.

During the last six months of 1871 a rainous competition existed on westward bound freights between the Trunk Lines, (the Pennsylvania Railroad, the Erie Railway and the New York Central and Hudson River Railroad), in the course of which the prices of freight transportation were reduced to a point almost without precedent.

By the arrangements between this company and the seaboard Trunk Lines, the rates on westward bound freights are made by the latter.

This company, from its relation to the several Trunk Lines, was compelled either to submit to a most extraordinary reduction of rates or to abandon the traffic. The first alternative was accepted, as a matter of sound policy in the interests of the stockholders of this company.

It may be well in this connection to state that, while we moved an increased westward bound tonnage of twenty-nine per cent., (equal to two hundred and seventy thousand and ninety-five tons, and equivalent to twenty-seven thousand car loads, or one thousand entire freight trains), in 1871 over 1870, the gross earnings therefrom exhibit a decrease of \$60,503 90.

On eastward bound freights, on this road, the rates were maintained in 1871 at the figures of 1870.

We carried an increased tonnage in 1871 over 1870 of five hundred and nine thousand five hundred and fifty six tons, being twenty-five and one-half per cent., and we received an increased earning from that source of \$1,529,566 19, being twenty-seven and one-half per cent.

The average rate per ton per mile on all freights carried was:

In 1871	1.39 Cents.
In 1870	1.50 "

Decrease..... .11 "

This fraction of eleven one-hundredths of one cent per ton per mile caused a diminished earning of \$800,000, or over two per cent. upon our capital stock in 1871. This \$800,000, being a loss of net earnings, carried the per centage of operating expenses from sixty-three to sixty-six per cent.

We congratulate the stockholders upon the fact that reasonable rates are now being maintained on westward bound freights, and that our earnings for the months of January, February and March, 1872, show an increase of gross receipts of \$635,000.

We have reason to hope that better counsels will prevail, and that our eastward Trunk Line connections will hereafter be slow to renew the warfare which worked such disastrous results, to them as well as to ourselves, in 1871.

Our passenger traffic for 1871 as compared with 1870 shows a diminution of \$203,638 28. This diminution is about equal on local and through business. The rates for passenger transportation have been maintained, but the movement of passengers has been diminished, and the fact is believed to be the same as to all the great Railroad lines of the country.

This diminution of passenger earnings, there being none in the expense of train service, further explains the increased per centage of operating expenses in 1871 over 1870.

The earnings from other sources than freight and passenger transportation show an increase in 1871 over 1870 of \$51,381 37.

Great progress was made in 1871 in the work of constructing the double track between Buffalo and Toledo. The reconstruction of the Northern Division of the late Cleveland and Toledo Railroad (from Elyria, Ohio, to the Junction with the Main Line at Millbury, near Toledo, via the city of Sandusky,) has also been vigorously prosecuted.

On the first of January, 1872, we had in operation ninety two miles of double track, exclusive of the Northern Division. For account of this construction there was expended in 1871 the sum of \$828,319 19. It is expected that the entire double track between Buffalo and Toledo will be fully completed in 1872. The Northern Division, seventy-four and one half miles, is now completed and in operation. The unusual severity of the winter has, in some measure, delayed this work. There was expended in reconstruction of the Northern Division in 1871 the sum of \$632,731 22. But little remains to be done on that Division beyond the construction of several station houses between Sandusky and Toledo, and the requisite fencing.

In the years 1865-6, the Cleveland, Painesville and Ashtabula Railroad Company commenced the construction of a branch Railroad, extending from Ashtabula, Ohio, to Jamestown, Pennsylvania—thirty-six miles. Upon this work the sum of \$364,000 had been expended prior to 1869, and for some reasons, not now essential to be stated, the further prosecution of the work was suspended. During the year 1871 the work was resumed and the line is just completed and ready for operation. This secures, in connection with the Jamestown and Franklin branch, a direct line of our own, extending from our main line at Ashtabula, Ohio, eighty-seven miles, to Oil City, Pennsylvania.

There was expended on the Ashtabula branch in 1871 the sum of \$573,097 18. A new and large traffic will be secured to this Company by the completion of this line.

During the year 1871 very considerable additions have been made to the machine shops at Elkhart, Indiana. There was expended, in 1871, in new construction in connection with these shops, and in the erection of other new structures on the line, the sum of \$269,387 05.

The Elkhart shops are now complete and are acknowledged to be equal to the best establishments of their description in the country. A great saving of expenditure and largely increased facilities for the transaction of the business has resulted from their construction.

In addition to the items of construction, previously mentioned, there has been expended on construction account, in 1871, as follows, viz:

Substituting stone structures for wooden bridges and culverts	\$651,833 36
For additional side tracks, 23 miles ..	233,795 91
Real estate purchased, iron bridges and other miscellaneous construction	154,216 79

It is the policy of the Company, as far as practicable, as rapidly as the track requires renewal, to substitute steel rails on those portions of the road carrying a heavy traffic. Four thousand tons of steel rail were used in repairs in 1871.

We have now in operation eighty miles of track laid with steel rail, and have contracted for the purchase of a sufficient amount of steel rail to lay two hundred miles in addition, in 1872.

The steel rail used in repairs in 1871 has been charged to operating expenses, and has contributed to their increased per centage.

The great fire at Chicago, in October, 1871, resulted in considerable interference with our business, and subjected us to losses and expenses which have also largely contributed to the increased per centage of operating expenses. In addition it destroyed the valuable Passenger Depot at Chicago, owned conjointly by this Company and the Chicago, Rock Island and Pacific Railroad Company, and the Pacific Hotel, in which we had an interest amounting to \$125,000. The losses resulting from the derangement of our business, from the destruction of baggage and freight, and from the aid which the circumstances required us to render in transportation of sufferers, and of supplies for the relief of the thousand rendered homeless and helpless by that extraordinary catastrophe, have been charged to operating expenses, and, in conjunction with other facts herein before referred to, have contributed to the increase of their per centage.

Aside from this class of losses, which cannot be conveniently specified, we estimate our actual and ascertained pecuniary loss directly resulting from the Chicago fire at \$325,000.

The plans for the reconstruction of the Passenger Depot have been completed and the work will be immediately commenced. The foundations, filling, sewerage, &c., of the depot are unharmed, and it is believed that the building can be replaced in better state than before for about \$350,000. The Chicago, Rock Island and Pacific Railroad Company contribute one half of the cost of this reconstruction.

The Cincinnati and Springfield Railway Company have completed the construction of their Railroad from the city of Dayton to the city of Cincinnati, and it is expected that it will be ready for operation in the month of May next.

In conjunction with the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company we rendered the aid to that enterprise authorized by the vote of the stockholders of this Company. We have no doubt that the advantages to this Company and its business, which the construction of that Road promised, will be fully realized.

The construction of the Lake Shore and Tuscarawas Valley Railway, extending from Elyria southwardly through the Tuscarawas coal fields towards the Ohio river, was commenced during the year 1871, and is now in operation forty miles south of Grafton.

Favorable traffic arrangements have been made with that Company which cannot fail to result in a large increase of business, and in reducing the cost of our coal supply.

The construction of the Mahoning Coal Railroad, extending from Andover, on our Ashtabula branch, to Youngstown, Ohio, has also been commenced, and a new and large traffic will flow from that Road upon our Ashtabula Branch and upon our main line. Satisfactory arrangements for the interchange of business have also been made with this Company.

The Dunkirk, Warren and Pittsburgh Railroad, extending from Dunkirk, N. Y., to Warren, Pa., was completed and opened for traffic in 1871, and it has become a valuable and friendly connection.

Several other railroad enterprises connected with our system are fast approaching consummation, and give assurance of a large increase of business for our line.

The increased facilities afforded by the double track, and by the additional equipment already secured, are contributing to an increase of earnings unexpectedly large. We have no reason to doubt that the year 1872 will witness the further development of the great resources of our Line, and give renewed assurance of the permanent and substantial value of the property.

The number of engines on the road December 31, 1871, was 346. Miles run by engines, 10,178,603. Cost per mile run, 6.08 cents. The cars are classified as follows: first-class passenger 118,

second class and smoking 14, emigrant 29, railroad postal 7, baggage and postal 10, baggage 47, directors' 2, paymasters' 2, box freight 4,042, stock and oil 1,115, platform 1,466, coal 436, caboose, derrick and dumper 262.

Tons of through and way eastward bound freight, 2,516,827; do., westward, 1,208,598—total freight movement, 3,725,425. Tons carried one mile eastward, 524,143,071; do., westward, 196,515,742—total, 720,658,813.

Number of through passengers carried, (between Buffalo and Chicago only) 1st class, 54,259; 2d class, 9,094; 3d class, 4,550—total, 67,883. Way passengers, 1st class, 1,832,256; 2d class, 24,212; 3d class, 18,811—total, 1,875,279. Total through and way, 1,943,162. Passengers carried westward, 1,004,700; do., eastward, 938,462. Miles traveled by through passengers, 36,656,820; do., way passengers, 104,918,246—total mileage of passengers, 141,575,066.

Tons of eastward bound freight carried on the Jamestown and Franklin Railroad, 63,874; do. westward, 247,274—total, 311,148. Tons carried one mile, 13,011,883. Through passengers carried, 6,290; way do., 96,896—total, 103,266. Total mileage of passengers, 1,629,341.

CONDENSED BALANCE SHEET, Dec. 31, 1871.

ASSETS.	
Railroads as consolidated	\$45,472,132 55
Detroit, Monroe and Toledo R. R.	1,291,968 13
White Pigeon and Kalamazoo R. R.	610,000 00
Ashtabula Branch	937,102 77
Total railroads	\$48,311,203 45
Equipment	10,430,333 90
Jamestown and Franklin R. R.—	
Advances to date	\$927,322 59
First mort. bonds	279,300 00
Second mort. bonds	255,000 00
Stock	400,000 00
	1,781,622 59
Detroit, Monroe and Toledo Railroad stock	413,600 00
General office building, Cleveland, (40 per cent.)	11,612 14
Supplies, fuel, etc.	2,207,738 19
Cash	1,422,737 79
Uncollected earnings	616,289 79
Advances to Northern Central (Mich.) R. R.	242,466 43
Advances to Grand Rapids and Newaygo R. R.	15,335 01
Advances to P. H. Watson	20,767 66
Sunbury and Erie R. R. stock	500,000 00
Toledo, Wabash and Western Railroad stock	1,877,896 11
Union stock yard stock	100,000 00
Empire Transp. Company stock	60,750 00
Buffalo, Corry and Pittsburg R. R.—	
First mort. bonds	100,000 00
Do.—Advances	55,398 11
Erie and Pittsburg R. R. bonds	14,000 00
Dunkirk, Warren and Pittsburg R. R.—	
First mort. bonds	45,000 00
Do.—Loan	30,000 00
Leavenworth Co. bonds	49,500 00
Oil Creek and Allegheny River Railroad stock	300 00
Toledo and Wabash S. F. bonds	4,695 00
White Pigeon and Kalamazoo Railroad bonds	52,200 00
Michigan Lake Shore R. R. bonds	6,000 00
Buffalo and Erie R. R. bond scrip	270 00
Pacific Hotel Company, Chicago	106,250 00
Bills receivable	37,761 19
Do. (Lockwood)	322,000 00
Merchants Despatch Transp. Co.	50,000 00
	\$68,885,727 36

LIABILITIES.

Capital Stock:	
344,665 shares, (\$100 each.)	\$34,466,500 00
Less 620 shares owned by this company	62,000 00
	\$34,404,500 00
5,335 shares 10 per cent. guaranteed stock	533,500 00
	\$34,938,000 00
First and second installments new stock	2,537,830 00
Funded Debt:	
L. S. & M. S. Railway (See Bond List, page 725)	24,909,000 00
Detroit, Monroe and Toledo R. R.	924,000 00
Kalamazoo and White Pigeon R. R.	600,000 00
Bills payable	\$602,460 11
December liabilities,	
Dipayable in Jan.	1,451,101 40
vidend of February	
1. 1872, on stock	
and scrip	1,450,512 00
Tax on same	36,508 38
Due commissioners sinking fund	51,201 88
Unclaimed dividends and coupons	15,186 26
	3,606,970 03
Income account, or profit and loss.	1,369,927 33
	\$68,885,727 36

President.—HORACE F. CLARK.

Vice President.—AUGUSTUS SCHELL.

Directors.—Horace F. Clark, James H. Banker, Augustus Schell, Azariah Boody, New York; William Williams, Buffalo, N. Y.; Henry B. Payne, Amasa Stone, Jr., Stillman Witt, Cleveland, O.; William L. Scott, Milton Courtright, John A. Tracy, Erie, Pa.; Albert Keep, Chicago, Ill.; William D. Bishop, Bridgeport, Conn.

Treasurer.—JAMES H. BANKER.

Secretary & Asst. Treas.—GEORGE B. ELY.

Auditor.—C. P. LELAND.

General Manager.—J. H. DEVEREUX.

Gen'l Superintendent.—CHARLES PAINE.

The Philadelphia Ledger of 3d inst., reports the net anthracite coal tonnage for the week ending on the 25th ult., from all sources, at 420,009 tons, and for the year 6,691,828 tons, against 2,351,485 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,340,343 tons. The production of bituminous coal for the week was 61,905 tons, and for the year 854,254 tons, against 772,912 tons to the corresponding time last year—an increase of 81,342 tons. The total production of all kinds of coal for the week was 490,014 tons, and for the year 7,546,082 tons, against 3,124,397 tons to corresponding time last year, showing an increase of 4,421,685 tons.

The Georgia Western Railroad Company have contracted with Messrs. Grant, Alexander & Co., for the graduation, clearing and grubbing of the entire track from Atlanta to the Alabama Line—a distance of about 70 miles. The work will be commenced without delay, and will be continued without cessation until the road bed is ready for the cross ties and rails.

President S. G. Boyd, of the Peach Bottom Railway Company, advertises for proposals for the graduation and masonry of the western division of the road, extending from the Northern Central Railway to the Susquehanna river.

The St. Joseph Bridge.

AN ACT to amend an act entitled "An act to authorize the construction of a bridge across the Missouri river at or near St. Joseph, Missouri," approved March fifth, eighteen hundred and seventy-two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first section of the act entitled "An act to authorize the construction of a bridge across the Missouri river at or near St. Joseph, Missouri," approved March fifth, eighteen hundred and seventy-two, be, and the same is hereby, amended so as to read as follows: Section 1. That it shall be lawful for the St. Joseph Bridge Building Company, a corporation organized for that purpose under the general corporation laws of the State of Missouri, or its assigns, to construct a bridge across the Missouri river at or near St. Joseph, Missouri, and to lay on and over said bridge railway tracks for the more perfect connection of any and all railways that are now, or which may hereafter be, constructed to the Missouri river at or near St. Joseph, or to the river on the opposite side of the same, near St. Joseph, and build, erect, and lay on and over said bridge ways for wagons, vehicles of all kinds, and for the transit of animals, and to provide ways for foot passengers, and to keep up, maintain, and operate said bridge for the purposes aforesaid; and that when said bridge is constructed, all trains of all railroads terminating at said river, and on the opposite side thereof, at or near St. Joseph, Missouri, shall be allowed to cross said bridge for reasonable compensation, to be made to the owners of the same, under the limitations and conditions hereafter named. The owners of said bridge may also charge and receive reasonable compensation or tolls for the transit over the said bridge of all wagons, carriages, vehicles, animals, and foot passengers.

Section 2. That the fifth section of the act of which this is amendatory be and the same is hereby amended so as to read as follows: Section 5. That the St. Joseph Bridge Building Company, after the passage of this act, shall not have the right to assign the charter which said company now holds by assignment from the St. Louis and Denver City Railroad Company, and which was granted to said last named company by virtue of an act of Congress, approved July fourteenth, eighteen hundred and seventy, to any other company, person or persons; nor shall said bridge building company be permitted, under the said charter so obtained as aforesaid from the St. Joseph and Denver City Railroad Company to construct any other bridge than the one now being constructed at St. Joseph, Missouri: *Provided however*, That nothing in this section contained shall prevent the said bridge building company from mortgaging said charter and franchises held by it by assignment from the said railroad company, with the bridge constructed or to be constructed thereunder, in the manner and for the purposes to and for which the said bridge building company is or may be authorized by or under the laws of the State of Missouri to mortgage its property.

Approved May 1, 1872.

The citizens of Wheeling, W. Va., have voted, by large majorities, to authorize: first, a subscription by the city of \$300,000 to the capital stock of the Wheeling and Lake Erie Railway Company; second, a subscription by the city of \$300,000 to the capital stock of the Wheeling and Ohio Union Railway Company (Bridge); third, a subscription by the county of \$100,000 to the capital stock of the latter company.

The Utah Southern Railroad is designed to reach the south end of Great Salt Lake, 75 miles from Salt Lake City. The portion already in operation is doing a good business especially in freight.

which roads is owned by this company) amounts to \$24,903,000.

The annual charge for interest on this debt is \$1,743,630.

Of this debt fourteen classes of bonds are secured by mortgages on distinct portions of the several roads entering into the consolidation.

On July 1, 1871, the company executed a consolidated mortgage, (a copy of which is hereto appended,) with a provision for a sinking fund to secure the payment of bonds registered and coupon, to the amount of \$25,000,000, bearing interest at the rate of seven per cent. per annum.

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The earnings from freight, compared with 1870, show an increase of \$1,492,691 12, or, seventeen and one-fourth per cent.; but we moved an increased tonnage of twenty-six and one-half per cent., or seven hundred and seventy nine thousand six hundred and fifty-one tons.

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This company, from its relation to the several Trunk Lines, was compelled either to submit to a most extraordinary reduction of rates or to abandon the traffic. The first alternative was accepted, as a matter of sound policy in the interests of the stockholders of this company.

It may be well in this connection to state that, while we moved an increased westward bound tonnage of twenty-nine per cent., (equal to two hundred and seventy thousand and ninety-five tons, and equivalent to twenty-seven thousand car loads, or one thousand entire freight trains), in 1871 over 1870, the gross earnings therefrom exhibit a decrease of \$60,503 90.

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The average rate per ton per mile on all freights carried was:

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The increased facilities afforded by the double track, and by the additional equipment already secured, are contributing to an increase of earnings unexpectedly large. We have no reason to doubt that the year 1872 will witness the further development of the great resources of our Line, and give renewed assurance of the permanent and substantial value of the property.

The number of engines on the road December 31, 1871, was 346. Miles run by engines, 10,178,603. Cost per mile run, 6.08 cents. The cars are classified as follows: first-class passenger 118,

second class and smoking 14, emigrant 29, railroad postal 7, baggage and postal 10, baggage 47, directors' 2, paymasters' 2, box freight 4,042, stock and oil 1,115, platform 1,466, coal 436, caboose, derrick and dumper 262.

Tons of through and way eastward bound freight, 2,516,827; do., westward, 1,208,598—total freight movement, 3,725,425. Tons carried one mile eastward, 524,143,071; do., westward, 196,515,742—total, 720,658,813.

Number of through passengers carried, (between Buffalo and Chicago only) 1st class, 54,259; 2d class, 9,094; 3d class, 4,550—total, 67,883. Way passengers, 1st class, 1,832,256; 2d class, 24,212; 3d class, 18,811—total, 1,875,279. Total through and way, 1,943,162. Passengers carried westward, 1,004,700; do., eastward, 938,462. Miles traveled by through passengers, 36,656,820; do., way passengers, 104,918,246—total mileage of passengers, 141,575,066.

Tons of eastward bound freight carried on the Jamestown and Franklin Railroad, 63,874; do. westward, 247,274—total, 311,148. Tons carried one mile, 13,011,883. Through passengers carried, 6,290; way do., 96,896—total, 103,266. Total mileage of passengers, 1,629,341.

CONDENSED BALANCE SHEET, Dec. 31, 1871.

ASSETS.

Railroads as consolidated	\$45,472,132 55
Detroit, Monroe and Toledo R. R.	1,291,968 13
White Pigeon and Kalamazoo R.R.	610,000 00
Ashtabula Branch	937,102 77
Total railroads	\$48,311,203 45
Equipment	10,430,333 90
Jamestown and Franklin R. R.—	
Advances to date	\$927,322 59
First mort. bonds	279,300 00
Second mort. bonds	255,000 00
Stock	400,000 00
1,781,622 59	
Detroit, Monroe and Toledo Rail-	
road stock	413,600 00
General office building, Cleveland,	
(40 per cent.)	11,612 14
Supplies, fuel, etc.	2,207,738 19
Cash	1,422,737 79
Uncollected earnings	616,289 79
Advances to Northern Central	
(Mich.) R. R.	242,466 43
Advances to Grand Rapids and	
Newaygo R. R.	15,335 01
Advances to P. H. Watson	20,767 66
Sunbury and Erie R. R. stock	500,000 00
Toledo, Wabash and Western Rail-	
road stock	1,877,896 11
Union stock yard stock	100,000 00
Empire Transp. Company stock	60,750 00
Buffalo, Corry and Pittsburg R. R.	
—First mort. bonds	100,000 00
Do.—Advances	55,398 11
Erie and Pittsburg R. R. bonds ..	14,000 00
Dunkirk, Warren and Pittsburg R.	
R.—First mort. bonds	45,000 00
Do.—Loan	30,000 00
Leavenworth Co. bonds	49,500 00
Oil Creek and Allegheny River	
Railroad stock	300 00
Toledo and Wabash S. F. bonds ..	4,695 00
White Pigeon and Kalamazoo Rail-	
road bonds	52,200 00
Michigan Lake Shore R. R. bonds ..	6,000 00
Buffalo and Erie R. R. bond scrip ..	270 00
Pacific Hotel Company, Chicago ..	106,250 00
Bills receivable	37,761 19
Do. (Lockwood)	322,000 00
Merchants Despatch Transp. Co. ...	50,000 00
\$68,885,727 36	

LIABILITIES.

Capital Stock:	
344,665 shares, (\$100 each.)	\$34,466,500 00
Less 620 shares owned by this com-	
pany	62,000 00
34,404,500 00	
5,335 shares 10 per cent. guaran-	
teed stock	533,500 00
\$34,938,000 00	
First and second installments new	
stock	2,537,830 00
Funded Debt:	
L. S. & M. S. Railway (See Bond	
List, page 725)	24,909,000 00
Detroit, Monroe and Toledo R. R.	924,000 00
Kalamazoo and White Pigeon R. R.	600,000 00
Bills payable	\$602,460 11
December liabilities,	
Dipayable in Jan.	1,451,101 40
vidend of February	
1. 1872, on stock	
and scrip	1,450,512 00
Tax on same	36,508 38
Due commissioners	
sinking fund	51,201 88
Unclaimed dividends	
and coupons	15,186 26
3,606,970 03	
Income account, or profit and loss ..	1,369,927 33
\$68,885,727 36	

President.—HORACE F. CLARK.

Vice President.—AUGUSTUS SCHELL.

Directors.—Horace F. Clark, James H. Banker, Augustus Schell, Azariah Boody, New York; William Williams, Buffalo, N. Y.; Henry B. Payne, Amasa Stone, Jr., Stillman Witt, Cleveland, O.; William L. Scott, Milton Courtright, John A. Tracy, Erie, Pa.; Albert Keep, Chicago, Ill.; William D. Bishop, Bridgeport, Conn.

Treasurer.—JAMES H. BANKER.

Secretary & Ass't Treas.—GEORGE B. ELY.

Auditor.—C. P. LELAND.

General Manager.—J. H. DEVEREUX.

Gen'l Superintendent.—CHARLES PAINE.

The Philadelphia Ledger of 3d inst., reports the net anthracite coal tonnage for the week ending on the 25th ult., from all sources, at 420,009 tons, and for the year 6,691,828 tons, against 2,351,485 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,340,343 tons. The production of bituminous coal for the week was 61,905 tons, and for the year 854,254 tons, against 772,912 tons to the corresponding time last year—an increase of 81,342 tons. The total production of all kinds of coal for the week was 490,014 tons, and for the year 7,546,082 tons, against 3,124,397 tons to corresponding time last year, showing an increase of 4,421,685 tons.

The Georgia Western Railroad Company have contracted with Messrs. Grant, Alexander & Co., for the graduation, clearing and grubbing of the entire track from Atlanta to the Alabama Line—a distance of about 70 miles. The work will be commenced without delay, and will be continued without cessation until the road bed is ready for the cross ties and rails.

President S. G. Boyd, of the Peach Bottom Railway Company, advertises for proposals for the graduation and masonry of the western division of the road, extending from the Northern Central Railway to the Susquehanna river.

The St. Joseph Bridge.

An Act to amend an act entitled "An act to authorize the construction of a bridge across the Missouri river at or near St. Joseph, Missouri," approved March fifth, eighteen hundred and seventy-two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first section of the act entitled "An act to authorize the construction of a bridge across the Missouri river at or near St. Joseph, Missouri," approved March fifth, eighteen hundred and seventy-two, be, and the same is hereby, amended so as to read as follows: Section 1. That it shall be lawful for the St. Joseph Bridge Building Company, a corporation organized for that purpose under the general corporation laws of the State of Missouri, or its assigns, to construct a bridge across the Missouri river at or near St. Joseph, Missouri, and to lay on and over said bridge railway tracks for the more perfect connection of any and all railways that are now, or which may hereafter be, constructed to the Missouri river at or near St. Joseph, or to the river on the opposite side of the same, near St. Joseph, and build, erect, and lay on and over said bridge ways for wagons, vehicles of all kinds, and for the transit of animals, and to provide ways for foot passengers, and to keep up, maintain, and operate said bridge for the purposes aforesaid; and that when said bridge is constructed, all trains of all railroads terminating at said river, and on the opposite side thereof, at or near St. Joseph, Missouri, shall be allowed to cross said bridge for reasonable compensation, to be made to the owners of the same, under the limitations and conditions hereafter named. The owners of said bridge may also charge and receive reasonable compensation or tolls for the transit over the said bridge of all wagons, carriages, vehicles, animals, and foot passengers.

Section 2. That the fifth section of the act of which this is amendatory be and the same is hereby amended so as to read as follows: Section 5. That the St. Joseph Bridge Building Company, after the passage of this act, shall not have the right to assign the charter which said company now holds by assignment from the St. Louis and Denver City Railroad Company, and which was granted to said last named company by virtue of an act of Congress, approved July fourteenth, eighteen hundred and seventy, to any other company, person or persons; nor shall said bridge building company be permitted, under the said charter so obtained as aforesaid from the St. Joseph and Denver City Railroad Company to construct any other bridge than the one now being constructed at St. Joseph, Missouri: *Provided however,* That nothing in this section contained shall prevent the said bridge building company from mortgaging said charter and franchises held by it by assignment from the said railroad company, with the bridge constructed or to be constructed thereunder, in the manner and for the purposes to and for which the said bridge building company is or may be authorized by or under the laws of the State of Missouri to mortgage its property.

Approved May 1, 1872.

The citizens of Wheeling, W. Va., have voted, by large majorities, to authorize: first, a subscription by the city of \$300,000 to the capital stock of the Wheeling and Lake Erie Railway Company; second, a subscription by the city of \$300,000 to the capital stock of the Wheeling and Ohio Union Railway Company (Bridge); third, a subscription by the county of \$100,000 to the capital stock of the latter company.

The Utah Southern Railroad is designed to reach the south end of Great Salt Lake, 75 miles from Salt Lake City. The portion already in operation is doing a good business especially in freight.

Horse or Street Railroads of the State of New York.

A tabular statement of their length and Cost, Stocks, Bonds, and Debts, and Earnings, Expenses and Dividends for the year ending September 30, 1871.

Compiled from the Annual Reports of Companies made to the State Engineer and Surveyor.

Railroads.	General Accounts.			Light of Track.			Cost of road Road			Gross Earnings.			Operating Expenses.	Net Earnings.	Dividends.
	Stocks.	Bonds.	Debt.	Line.	Sidings, &c.	M.	M.	M.	M.	Passenger.	Other.	Total.			
Albany Railway.	111,400	40,000	.....	5.75	1.50	157,800	5.75	157,800	5.75	65,530	14,559	80,089	63,640	16,449	12.443 10
Avenue C.	500,000	681,000	163,841	7.63	4.20	513,266	7.63	513,266	7.63	154,657	6,767	161,424	149,671	11,753	.....
Babylon.	5,525	.....	1,253	1.50	.....	6,142	1.50	6,142	1.50	1,141	.....	1,141	980	161	.....
Bleeker Street & Fulton Ferry	900,000	694,000	11,282	9.00	13.00	1,775,049	9.00	1,775,049	9.00	299,176	3,217	302,393	282,963	69,430	.....
Broadway (Brooklyn).	200,000	100,000	9,859	5.38	5.38	319,000	5.38	319,000	5.38	138,258	5,586	143,794	118,859	25,445	18,000 9
Broadway and Seventh Avenue	2,100,000	1,600,000	13,659	4.00	6.33	3,632,053	4.00	3,632,053	4.00	750,092	25,068	775,160	539,247	235,915	63,000 3
Brooklyn, Bath & Coney Island	80,000	.....	80,000	7.00	.....	212,379	7.00	212,379	7.00	39,827	1,889	41,716	33,216	8,500	.....
Brooklyn City.	1,500,000	300,000	123,000	36.00	36.00	2,082,804	36.00	2,082,804	36.00	1,302,864	36,377	1,339,241	1,045,967	293,274	180,000 12
Brooklyn City, Hunter's Point and Prospect Park.	300,000	300,000	29,197	13.22	6.61	636,730	13.22	636,730	13.22	159,747	5,040	164,787	130,587	34,200	.....
Brooklyn City and Newtown.	400,000	200,000	8,829	9.50	6.00	621,576	9.50	621,576	9.50	147,743	7,025	154,768	114,083	40,685	.....
Buffalo Street.	73,000	352,314	19,257	8.81	6.40	439,557	8.81	439,557	8.81	172,159	11,773	183,932	160,414	23,518	.....
Bushwick (Brooklyn).	302,000	.....	2,018	3.50	7.50	324,012	3.50	324,012	3.50	80,774	740	81,514	73,422	8,092	.....
Central City (Syracuse)	21,130	6,000	.....	1.63	0.11	29,066	1.63	29,066	1.63	19,256	268	19,524	12,049	7,475	4,000
Central Park, North and East River.	1,068,400	626,000	88,746	22.00	24.00	1,629,175	22.00	1,629,175	22.00	574,813	15,432	590,245	577,092	13,153	.....
Coney Island and Brooklyn.	500,000	213,000	49,593	10.20	4.63	647,363	10.20	647,363	10.20	152,094	8,084	160,178	144,517	15,661	.....
Dry Dock, East Broadway and Battery.	1,200,000	700,000	.....	10.63	.....	937,943	10.63	937,943	10.63	692,933	5,308	698,241	518,691	179,551	.....
Dunkirk, and Fredonia.	34,825	.....	1,632	3.50	.....	43,220	3.50	43,220	3.50	9,074	1,077	10,111	7,052	3,059	1,063 3
East New York and Jamaica.	175,800	82,700	35,000	9.50	2.25	259,668	9.50	259,668	9.50	25,672	882	26,554	21,094	5,460	.....
Eighth Avenue.	1,000,000	203,000	3,200	9.00	9.00	1,560,134	9.00	1,560,134	9.00	764,057	28,615	792,672	638,010	154,662	120,000 12
Elmira and Horseheads.	22,500	10,000	2,800	5.25	.....	43,000	5.25	43,000	5.25	Road not in operation.	.....	.....	.....	.....	.....
Fifth Ward (Syracuse).	29,285	.....	2,800	2.60	0.10	44,767	2.60	44,767	2.60	12,564	48	12,612	11,449	1,163	.....
Frankfort and Ilion.	13,208	.....	5,592	2.50	.....	16,799	2.50	16,799	2.50	Road opened July 4th, 1871.	.....	.....	.....	.....	.....
Forty-second Street and Grand Street Ferry.	748,000	215,000	.....	5.13	4.50	1,054,679	5.13	1,054,679	5.13	354,509	8,110	362,619	274,921	97,698	48,620 6 1/2
Genesee and Water Street (Syracuse).	42,500	12,700	.....	3.00	0.25	59,926	3.00	59,926	3.00	13,389	535	13,924	11,698	2,226	.....
Grand Street and Newtown.	170,000	90,000	20,000	6.00	3.00	304,532	6.00	304,532	6.00	92,053	2,443	94,496	86,725	7,771	.....
Grand Street, Prospect Park and Flatbush.	200,000	.....	14,000	4.00	4.00	400,000	4.00	400,000	4.00	Road opened July 1st, 1871.	.....	.....	.....	.....	.....
Herkimer and Mohawk.	16,100	.....	.....	1.55	.....	16,121	1.55	16,121	1.55	Road opened Dec, 1871.	.....	.....	.....	.....	.....
Harlem Bridge, Morrisania and Fordham.	123,540	137,000	.....	5.00	5.00	264,295	5.00	264,295	5.00	83,867	1,687	85,554	57,885	27,669	.....
Kingston and Rondout.	75,000	.....	.....	3.35	0.21	80,291	3.35	80,291	3.35	18,591	4,218	22,809	17,385	5,424	5,000
Mohawk and Ilion.	15,000	.....	.....	1.75	.....	15,000	1.75	15,000	1.75	7,436	137	7,573	3,726	3,847	2,361 16
New Brighton & Onondaga Val.	8,000	.....	.....	1.88	.....	8,050	1.87	8,050	1.87	2,305	25	2,330	1,444	886	.....
New York City Central Under-ground.	8,200	190,500	100,000	.....	.....	.....	.....	.....	.....	103,909	13,422	117,331	111,545	5,786	.....
Ninth Avenue.	797,320	167,000	.....	6.10	6.10	.....	6.10	.....	6.10	40,962	989	41,951	35,970	5,981	.....
North Second Street and Middle Village.	133,600	.....	15,350	5.00	3.00	154,343	5.00	154,343	5.00	26,589	3,462	30,051	25,153	898	.....
Park Avenue (Brooklyn).	118,500	188,000	.....	9.40	5.00	281,263	9.40	281,263	9.40	16,506	310	16,816	17,255	Loss.	.....
Poughkeepsie City.	31,370	14,000	12,044	2.00	0.50	57,414	2.00	57,414	2.00	65,673	1,437	67,110	67,110	17,102	.....
Rochester City and Brighton.	60,000	20,000	.....	9.00	1.00	94,153	9.00	94,153	9.00	563,845	2,109	565,954	428,550	137,404	.....
Second Avenue.	888,100	1,163,500	.....	8.00	8.00	2,089,523	8.00	2,089,523	8.00	696,594	39,886	735,980	685,871	100,109	52,000
Sixth Avenue.	750,000	250,000	80,000	4.00	4.38	1,775,892	4.00	1,775,892	4.00	240,222	8,244	248,466	240,222	8,244	.....
South Brooklyn and Park.	150,000	50,000	40,422	3.75	5.75	240,222	3.75	240,222	3.75	14,007	2,200	16,207	16,207	6,486	7 1/2
Syracuse and Geddes.	25,000	25,000	.....	2.00	0.07	26,910	2.00	26,910	2.00	12,333	1,772	14,105	9,064	5,061	2,240 4
Syracuse and Onondaga.	37,000	.....	.....	2.60	.....	38,295	2.60	38,295	2.60	1,429,098	21,107	1,450,195	1,234,295	215,900	140,400 12
Third Avenue.	1,170,000	1,170,000	.....	8.00	10.00	3,061,241	8.00	3,061,241	8.00	16,165	583	16,748	11,756	4,992	.....
Troy and Albany.	44,700	35,550	1,400	3.17	3.33	68,929	3.17	68,929	3.17	158,761	2,038	160,799	131,779	29,020	.....
Troy and Lansingburg.	250,000	75,000	83,673	9.36	3.08	269,815	9.36	269,815	9.36	312,251	34,027	356,276	108,194	14,042	.....
Utica, Clinton and Binghamton.	121,400	200,000	1,500	13.00	2.50	322,907	13.00	322,907	13.00	19,267	78	19,345	14,878	4,467	2,625
Van Brunt Street & Erie Basin.	75,000	18,000	.....	1.35	1.25	97,000	1.25	97,000	1.25	108,134	3,004	111,138	81,522	29,616	18,000 7 1/2
Watervliet Turnpike and R. R.	240,000	130,000	.....	7.25	8.25	326,289	7.25	326,289	7.25	17,032	38	17,070	16,468	602	.....
Williamaburg and Flatbush.	300,000	125,000	3,600	6.50	3.25	428,600	6.50	428,600	6.50	.....	.....	.....	.....	.....	.....

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,907	81,396	96,481	106,856	164,729	259,580	251,832	262,770	294,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	632,657	511,854	609,788	679,642	535,366	467,659	5,670,882
1870.....	413,104	384,176	458,333	633,768	768,714	729,274	783,099	807,815	777,183	828,447	746,800	612,865	7,983,513
1871.....	536,498	485,490	614,446	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,008,475	898,862	549,202	9,390,983
1872.....	634,480	548,487	563,050	951,200	1,221,625	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:	280,503	275,283	290,063	258,480	322,278	355,270	335,985	409,251	401,253	357,956	307,919	236,824	3,840,092
1865.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1866.....	243,787	157,832	235,961	282,165	355,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1867.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1868.....	343,182	316,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1869.....	281,109	316,037	342,897	348,039	408,086	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1870.....	353,235	342,369	381,999	358,964	401,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	372,316	329,170	378,021	381,944	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:	.....	.....	.....	.....	.....	566,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1863.....	273,876	317,839	390,355	421,363	466,850	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1864.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1865.....	523,566	399,917	523,845	537,619	858,948	925,983	808,524	797,475	1,000,096	1,200,216	1,010,892	712,559	9,299,430
1866.....	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1867.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,581,171
1868.....	802,093	830,287	1,112,160	1,112,160	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1869.....	706,025	763,782	858,359	929,077	1,177,897	1,139,284	1,034,593	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1870.....	656,423	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,068,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:	242,205	236,160	242,509	236,435	193,959	203,606	218,347	271,425	287,451	293,296	262,798	230,061	2,918,312
1868.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,969
1869.....	203,069	226,897	244,182	246,046	240,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,716
1870.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,705,343
1872.....	327,538	318,626	384,766	396,960	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1864.....	571,536	528,972	616,665	516,605	490,573	617,682	678,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1865.....	603,053	505,266	605,465	411,605	569,250	567,679	480,626	578,253	571,348	601,971	588,219	504,066	6,646,741
1866.....	547,129	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,550	823,901	727,810	613,329	7,160,992
1867.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	831,550	685,401	681,041	7,817,029
1868.....	659,138	624,693	709,645	568,282	640,975	778,261	696,228	841,363	979,011	914,046	814,413	696,677	8,823,487
1869.....	623,383	661,789	661,826	658,539	712,647	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1870.....	624,744	629,617	663,598	620,225	718,162	718,162	707,992	836,041	890,287	753,154	755,436	688,131	8,401,142
1872.....	642,466	627,068	672,175	647,988	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1866.....	94,136	78,970	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1867.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	126,556	119,169	121,408	1,294,095
1868.....	95,517	91,660	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,569	131,019	109,629	1,390,822
1869.....	90,177	90,177	101,879	109,246	110,213	111,117	111,127	118,407	132,968	163,531	144,023	141,376	1,418,569
1870.....	130,863	128,224	140,740	115,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	146,858	158,717	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1864.....	300,324	279,137	344,228	337,241	401,456	365,093	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1865.....	282,439	265,796	337,158	343,737	355,196	335,083	324,986	359,646	429,161	490,640	414,604	308,669	4,260,115
1866.....	304,095	283,661	375,210	367,783	333,952	324,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1867.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1868.....	384,120	320,636	386,527	411,514	403,646	366,623	329,590	353,609	473,546	490,772	448,419	374,542	4,744,164
1869.....	337,992	329,128	337,992	412,030	409,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1870.....	418,755	442,065	441,885	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872.....	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1867.....	269,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,646	556,917	468,880	6,517,616
1868.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	747,732	1,040,102	801,135	496,593	7,250,099
1869.....	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	731,014	529,758	7,420,421
1870.....	396,760	327,431	377,571	483,884	662,567	658,018	451,113	505,557	515,245	841,150	644,625	473,295	6,968,056
1872.....	460,985	387,525	426,192	474,188	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,811,077
1864.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	294,319	3,793,005
1865.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,450,583
1866.....	242,793	219,065	279,647	284,729	282,939	240,135	284,633	322,521	365,371	379,367	336,066	272,063	3,289,539
1867.....	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,				

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length in eq. single track	Horses and Drums.		COMPANIES.	Cost of Road and Equipment	Share Capital	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
		No.	Cars.				Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '70	7.25	94	14	Albany..... N.Y.	156,100	110,300	40,000		\$7,061	\$22,598	5.00	\$100	100	
Sept. 30, '70	0.96			Albany st. Freight (B'ton). Mass.	47,765	75,000		1,136	2,654	557		100	100	
Oct. 31, '70	3.41	11	4	Allentown..... Pa.	30,118	30,500			12,738	1,886		100	100	
Dec. 31, '68	31.00	479	73	Baltimore City..... Md.					480,046		6.00	100	100	25
Sept. 30, '70	3.36	412	53	Bleek. st. & F.F. (N.Y.C.) N.Y.	1,975,049	900,000	604,000	29,500	316,259	54,828		100	100	
Sept. 30, '70	2.75			Boston and Chelsea..... Mass.	110,000	110,000			4,400	4,004	4.00	100	100	
Sept. 30, '70	10.76	192	49	Boston & West Roxbury. Mass.	41,000	41,000						100	100	
Sept. 30, '70	16.00	798	112	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,870	26,876	12.00	100	100	
Sept. 30, '70	7.00		28	B'dway & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.00	100	100	
Sept. 30, '70	72.00	1412	297	Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,342	5,514		100	100	
Sept. 30, '70	24.33	211	49	Brooklyn City..... N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	115,633	12.00	100	100	
Sept. 30, '70	11.00	190	41	B'klyn. City, Hun. Pt. & P.P. N.Y.	685,864	300,000	379,000	30,443	166,955	24,058		100	100	
Sept. 30, '70	6.00			Brooklyn City & Newtown N.Y.	600,000	600,000		24,048	150,922	23,653		100	100	
Sept. 30, '70	24.09	190	39	B'klyn Flatb. & Coney Isl. N.Y.	106,000	180,000	100,000	(Open Oct. 1, 1870.)				100	100	
Sept. 30, '70	4.50			Brooklyn and Jamaica..... N.Y.	1,288,100	485,100	800,000					100	100	
Sept. 30, '70	15.21	182	52	Brooklyn & Rockaway Bk. N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	100	100		
Sept. 30, '70	7.50	89	20	Buffalo street..... N.Y.	415,121	73,300	341,464	14,927	164,622	19,466		100	100	
Sept. 30, '70	27.43			Bushwick (Brooklyn)..... N.Y.	319,171	302,000	52,000	1,938	124,372	39,910	7.00	100	100	
Sept. 30, '70	3.26	20	4	Cambridge (Boston)..... Mass.	734,671	727,800	150,000	74			9.00	100	100	104
Sept. 30, '70	36.00	761	141	Central City (Syracuse)..... N.Y.	29,334	21,130	6,000		18,783	5,035	10.00	100	100	
Oct. 31, '70	7.25	250	50	Cen. P. N. & E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485		100	100	
Oct. 31, '70	9.06	152	34	Citizens' (10th & 11th sts.) (Ph.) Pa.	207,264	192,750			251,773	76,780	36.30	50	19	
Sept. 30, '70	14.83	210	15	Citizens' (Pittsburg)..... Pa.	244,585	184,000	50,000	7,700	155,156	42,598	16.30	50	44	
Sept. 30, '70	22.79	819	109	Coney Island (Brooklyn)..... N.Y.	647,363	500,000	214,000	39,238	147,669	17,414		100	100	
Sept. 30, '70	3.50	12	4	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.00	100	100	
Sept. 30, '70	11.75			Dunkirk and Fredonia..... N.Y.	42,851	34,825			8,544	4,106	7.00	100	100	
Oct. 31, '70	1.63	12	3	East New York & Jamaica N.Y.	257,698	171,700	82,700	1,619	27,701	4,241		100	100	
Sept. 30, '70	18.00	897	161	Easton and S. Easton..... Pa.	25,230	29,562			9,799	2,577	5.00	25	20	
Dec. 31, '70	6.00			Eighth Avenue (N.Y. City) N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.00	100	100	
Oct. 31, '70	2.27	19	6	Elizabeth & Newark..... N.J.	224,749	206,000	24,738		34,986	11,129	5.50	100	100	
Sept. 30, '70	2.70	20	4	Erie City..... Pa.	32,291	19,807	20,296		16,143			50	9	
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse)..... N.Y.	44,763	29,335	10,000		12,327	2,185		100	100	
Sept. 30, '70	9.63	232	54	42d st. & G'd st. F. (N.Y.C.) N.Y.	1,052,479	748,000	215,000		384,800	93,276	10.00	100	100	
Oct. 31, '70	17.04	501	65	Frankford & Southwark (Ph.) Pa.	786,242	491,750	187,500	30,000	329,065	36,039	6.00	50	49	
Sept. 30, '70	3.25	26	6	Genesee & Water st. (Syr.) N.Y.	69,354	42,500	12,700		13,503	1,139		100	100	
Nov. 31, '70	34.25	360	60	Germantown (Phila.)..... Pa.	562,270	307,545	350,000		356,759	102,350	19.50	50	15	38
Oct. 31, '70	5.40	155	25	Girard College (Phila.)..... Pa.	174,657	170,000			161,905	37,685	6.00	50	17	
Sept. 30, '70	3.00	90	15	G'd st. & Newtown (Bk'n) N.Y.	270,000	170,000	90,000		89,627	8,196	2.00	100	100	
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.) Pa.	243,615	150,000	100,000		180,211	32,244	6.00	50	15	
Oct. 31, '70	10.00	112	24	Harlin. Br. Morr. & F'dham N.Y.	260,682	114,010	134,000	4,000	74,945	7,594		100	100	
Oct. 31, '70	2.14	11	4	Harrisburg City..... Pa.	60,249	41,995	12,864	1,240	5,997	2	25	24		
Oct. 31, '70	14.10	336	56	Hest. Mant. & F'mount (Ph.) Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.50	6	7	
Sept. 30, '70	3.56	27	9	Kingston and Rondout..... N.Y.	78,835	75,000			22,126	3,252		100	100	
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500		100,755	9,201	25	10		
Sept. 30, '70	3.82	50	9	Lowell Horse..... Mass.	49,180	55,830			26,181	2,431		100	100	
Sept. 30, '70	11.75	239	35	Lynn and Boston..... Mass.	276,221	200,000	50,000	51,137	136,719	Loss.		100	100	
Sept. 30, '70	3.41			Malden and Melrose (B'n) Mass.	60,246	200,000	45,872		16,740	Loss.		100	100	
Sept. 30, '70	0.91			Marginal Freight (Boston) Mass.	191,834	191,500		46,464	1,144			100	100	
Sept. 30, '70	3.07			Medford & Charleat. (B'n) Mass.	36,000	21,000	4,000		1,120			100	100	
Sept. 30, '70	4.85	43	6	Merrimack Valley..... Mass.	42,206	50,000		6,174	23,375			100	100	
Sept. 30, '70	33.65	914	170	Metropolitan (Boston)..... Mass.	1,624,594	1,250,000		297,211	685,303	90,519	10.00	100	100	
Sept. 30, '70	7.29	247	49	Middlesex (Boston)..... Mass.	530,367	400,000	100,000	81,557	172,240	12,419		100	100	
Dec. 31, '70	3.40			Newark and Irvington..... N.J.	50,806	30,000	15,000	2,402	34,807	2,962		100	100	
Sept. 30, '70	12.20	186	53	Ninth Avenue (N.Y. City) N.Y.	476,598	397,320	167,000		124,733	3,330		100	100	
Sept. 30, '70	3.22	16	6	Northampton & Wmburg. Mass.	300,000	300,000		3,853	9,393	Loss.		100	100	
Sept. 30, '70	2.16			North Woburn (Boston)..... Mass.	24,612	25,000	8,000	3,195	1,920	1,920		100	100	
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Phg.) Pa.	121,997	59,500	17,000	50,163	55,955		50	50		
Dec. 31, '70	17.29	167	28	Orange and Newark..... N.J.	897,022	282,555	546,000	76,095	195,357	37,874		100	100	
Dec. 31, '68	3.81	381	30	Passenger (Cin.)..... O.	100,000	100,000						100	100	
Nov. 31, '70	9.66	30	15	Peoples' street (Scranton) Pa.	134,917	125,500			42,205	6,185	5.00	100	100	
Dec. 31, '70	12.08	336	74	Philadelphia City (C. & W.) Pa.	450,231	225,000	200,000	25,231	321,866	62,994	21.80	50	15	58
Dec. 31, '70	5.65			Philadelphia and Darby..... Pa.	257,000	200,000	57,000		17,000	8,000	4.00	20	20	
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry Pa.	229,128	285,307	6,500		118,645	26,109	50	50	33	
Oct. 31, '70	8.25	154	25	P'g. Allegheny & Manchess. Pa.	144,202	140,000	25,000		144,003	41,254	11.40	50	35	
Oct. 31, '70	6.00	92	16	Pittsburg and Birmingham. Pa.	132,615	160,000	10,000	52,248	84,200	12,809	12.00	50	44	
Dec. 31, '68	6.88	100	17	Portland..... Me.	160,300	160,300		600	45,007	12,809	7.00	100	100	
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk (Ph.) Pa.	182,540	120,500	63,300	10,000	36,970	Loss.	2.00	50	25	
Sept. 30, '70	10.00	72	20	Rochester and Brighton..... N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.		100	100	
Sept. 30, '70	7.38	47	21	Salem..... Mass.	203,434	150,000	35,600	22,968	36,320	Loss.		100	100	
Dec. 31, '70	3.49			Schuylkill River (Phila.) Pa.	47,463	50,000			5,000	5,000	10.00	50	50	
Sept. 30, '70	16.00	672	100	Second Avenue (N.Y. City) N.Y.	1,959,777	885,100	1,100,000		570,532	93,991	2.00	100	100	
Dec. 31, '70	34.00	590	92	2d and 3d street (Phila.) Pa.	644,143	675,417	109,300		604,136	109,959	10.00	50	30	61
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.) Pa.	119,822	160,000			111,446	17,883	12.50	50	16	
Sept. 30, '70	3.38	680	82	Sixth Avenue (N.Y. City) N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.00	100	100	
Sept. 30, '70	3.61			Somerville										

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.				
Albany and Susq.	100	\$3,087,800	J. & J.	Jan. '72 34	Little Miami*	50	\$5,871,450	J. A. J. O.	Apl. '72 2	Warren (N. J.)	100	\$1,800,000	J. & D.	Dec. '71 34	
Allegheny Valley	50	2,268,350	J. & J.	July '71 4	Little Schuylkill*	50	2,645,100	J. & J.	Jan. '72 34	Warwick Valley	100	225,000	A. & O.	Apl. '72 24	
Atlanta and West Point.	100	1,232,200	J. & J.	July '71 4	Long Island	50	3,000,000	M. & S.	Sept. '71 3	West Jersey	100	1,209,000	F. & A.	Feb. '72 4	
Atlantic and Gulf	100	3,691,200	J. & J.	July '71 4	Louisv., Cin. and Lex.	50	1,623,483	J. & J.	July '69 3	Winchester & Potomac*	100	180,000	J. & J.	Jan. '72 3	
Atlantic and St. Law*	100	821,664	J. & J.	July '71 34	Louisville & Nashville.	100	8,680,912	F. & A.	Feb. '72 4	Winchester & Strasburg*	100	600,000	J. & J.	Jan. '72 34	
Avon, Genesee & Mt. M.*	100	1,600,000	M. & S.	Sept. '71 2	Louisv., N. Alb. & Chi.	100	3,000,000	J. & D.	Dec. '70 3	Worcester and Nashua. 72	72	1,400,555	J. & J.	Jan. '72 45	
Baltimore and Ohio.	100	144,250	A. & O.	Apl. '72 14	Lowell and Lawrence	100	200,000	A. & O.	Apl. '71 3	HORSE-POWER R. R.					
Baltimore and Ohio.	100	13,151,962	M. & N.	May '72 5	Lykens Valley	20	600,000	F. M. A. N.	May '72 24	Albany City	100	110,330	— & —	—	—
Washington Br.	100	1,650,000	A. & O.	Apl. '72 5	Macon and Western	100	2,500,000	J. & D.	Dec. '71 5	Baltimore City	100	800,000	J. & J.	Jan. '72 1	
Parkersburg Br. pref.	50	5,080,685	J. A. J. O.	Apl. '72 14	Maine Central	100	3,400,500	— & —	—	Bleeker St. & Fy. (N.Y.)	100	900,000	— & —	—	—
Berkshire*	100	600,000	J. & J.	July '71 3	Manchester and Law.	100	1,000,000	M. & N.	May '72 5	Boston and Chelsea	100	110,000	A. & O.	Apl. '72 4	
Blossburg & Corning*	50	250,000	J. & D.	Dec. '71 24	Marletta & Cincinnati.	100	1,372,891	— & —	—	Brooklyn (Brooklyn)	100	200,000	J. A. J. O.	Apl. '72 3	
Boston and Albany	100	19,664,100	M. & N.	May '72 5	Marletta & Cincinnati.	100	8,130,719	M. & S.	Sept. '66 3e	Broadway & 7th Av. (N.Y.)	100	2,100,000	J. & D.	Jun. '70	
Bos., Cin. & Fitchburg.	100	633,200	— & —	—	Massachusetts Central.	100	4,460,368	M. & S.	Sept. '66 3e	Brooklyn City	100	1,500,000	F. M. A. N.	Nov. '71	
Agricultural Br. guar.	100	60,000	J. & J.	July '71 3	Memphis & Charleston* 25	25	5,312,725	F. & A.	Feb. '72 3	Brooklyn City & Newt.	100	600,000	J. & J.	July '70 3	
Bost., Conn. & Mont.	100	800,000	M. & N.	May '72 3	Michigan Central	100	14,665,848	J. & D.	Jan. '72 5	Brooklyn and Jamaica	100	48,100	— & —	—	—
Boston and Lowell	500	2,215,000	J. & J.	Jan. '72 4	Mill Creek & Minehill* 50	50	323,375	J. & J.	Jan. '72 5	Bushwick (Brooklyn)	100	302,000	J. & J.	July '71 34	
Boston and Maine	100	5,000,000	M. & N.	May '72 5	Milwaukee and St. Paul.	100	11,822,878	J. & J.	Dec. '70 7e	Cambridge	100	727,500	A. & O.	Apl. '72 44	
Boston and Providence.	100	3,950,000	M. & N.	May '72 5	M. Hill & Sennyl. Hav.* 100	100	8,255,103	January.	Jan. '72 7	Can. Park, N. & K. Riv.	100	1,068,400	A. & O.	Oct. '67 24	
Buffalo, N. Y. & Erie*	100	950,000	J. & D.	Dec. '71 34	Morris and Essex*	50	3,856,456	J. & D.	Dec. '71 34	Citizens' (Phl.)	50	600,000	J. & J.	Jan. '72 7	
Burlington and Mo. Riv.	100	1,380,000	J. & J.	Jan. '72 4	Nashua and Lowell	100	800,000	M. & N.	May '72 5	Citizens' (Phg.)	50	200,000	M. & N.	Nov. '71 7	
Burlington and Mo. Riv.	100	1,683,400	J. & J.	Jan. '72 4	Naugatuck	100	1,864,400	F. & A.	Feb. '71 5	Coney Island & Brookl.	100	600,000	— & —	—	—
Camden and Amboy*	100	5,847,800	J. A. J. O.	Apl. '72 24	Nesquehoning Valley*	50	1,000,000	M. & S.	Mar. '72 5	D. Dock, E. B'dw. & Bat.	100	1,200,000	F. M. A. N.	Nov. '71 2	
Camden and Atlantic.	50	377,100	— & —	—	Newark and N. York*	100	977,400	J. & J.	Jan. '72 34	Eight Avenue (N.Y.)	100	1,000,000	J. A. J. O.	Oct. '71 3	
Cape Cod	50	915,577	J. & J.	Jan. '72 24	N. Bedford & Taunton.	100	500,000	M. & N.	May '72 4	Elizabeth and Newark	100	200,000	— & —	—	—
Cape May and Millville*	50	447,000	J. & D.	Dec. '71 3	N. Castle & Beaver Val.* 50	50	1,800,000	J. & J.	Aug. '69 12e	Frank & Southw. (Ph.) 50	50	748,000	M. & N.	Nov. '71 5	
Catawba & Fogelav.	50	425,900	Novemb.	Nov. '71 6	N. Haven & Northamp.	100	605,000	J. A. J. O.	Apl. '72 24	Germantown (Ph.)	50	1,000,000	J. & J.	Jan. '72 3	
Catawba*	50	1,169,600	— & —	—	New Jersey*	100	7,295,200	J. A. J. O.	Apl. '72 24	Girard College (Ph.)	50	500,000	J. & J.	July '71 3	
Cayuga and Susq.*	50	689,110	J. & J.	July '71 44	New London Northern*	100	1,003,500	J. & J.	Jan. '72 4	Grand St. and Newton.	100	170,000	J. & J.	July '71 2	
Cedar Rapids & Mo. R.*	100	6,850,400	M. & N.	May '72 14	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Green & Coates St. (Ph.) 50	50	500,000	J. & J.	Jan. '72 4	
Central of Georgia.	100	4,666,800	J. & D.	Dec. '71 5	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Heston, Mantau & Fairm. 50	50	2,050,000	J. & J.	Jan. '72 14	
Central of New Jersey.	100	15,000,000	J. A. J. O.	Apl. '72 24	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Lomb. & South Sts. (Ph.) 25	25	105,000	A. & O.	Oct. '71 6	
Central Ohio*	50	2,425,000	J. & D.	Dec. '71 3	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Lynn and Boston	100	200,000	— & —	—	—
Chesapeake*	100	380,000	J. A. J. O.	Apl. '72 14	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Malden and Melrose	100	200,000	— & —	—	—
Chesapeake, preferred	100	2,100,000	J. & J.	Jan. '72 14	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Metropolitan (Boston)	100	1,250,000	J. & J.	Jan. '72 5	
Chicago and Alton	100	8,925,500	M. & S.	Mar. '72 5	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Middlesex (Boston)	100	400,000	A. & O.	Apl. '72 3	
Chicago and Alton	100	2,425,400	M. & S.	Mar. '72 5	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Ninth Avenue (N. Y.)	100	197,320	— & —	—	—
Chicago, Burl. & Quincy.	100	20,000,000	M. & S.	Mar. '72 5	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Orange and Newark	100	282,550	— & —	—	—
Chicago, Iowa & Nebras.* 100	100	3,916,390	J. & J.	Jan. '72 5	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Philadelphia City	50	750,000	J. & J.	July '71 3	
Chicago & N. Western.	100	14,729,959	J. & D.	June '71 5	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Philadelphia and Darby 20	20	200,000	J. & J.	July '71 2	
Chicago & N. Western.	100	20,415,013	J. & D.	Dec. '71 34	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Phila. and Grey's Ferry 60	60	284,775	J. & J.	Jan. '72 3	
Chicago, R. I. & Pacific.	100	19,000,000	A. & O.	Apl. '72 4	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Pbg. Alleg. & Manchester 50	50	200,000	M. & N.	Nov. '69 8	
Cin., Ham. & Dayton*	100	3,500,000	A. & O.	Apl. '72 4	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Second Avenue (N.Y.)	100	888,100	J. A. J. O.	July '71 24	
Cin., Sand. and Cleve.*	50	2,907,900	— & —	—	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Second & Third Sts. (Ph.) 50	50	962,100	J. & J.	Jan. '72 5	
Cin., Sand. and Cleve.*	50	2,907,900	— & —	—	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	17th & 19th streets (Ph.) 50	50	500,000	J. & J.	July '71 2	
Clev., Col. & Ind.	100	13,944,000	F. & A.	Feb. '72 34	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Sixth Avenue (N.Y.)	100	750,000	M. & N.	May '71 5	
Cleveland & Mahoning* 50	50	2,087,569	M. & N.	May '72 34	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Third Avenue (N.Y.)	100	1,170,000	F. M. A. N.	Aug. '71 4	
Cleveland & Pittsburg* 100	100	7,494,588	F. M. A. N.	May '72 24	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	13th & 15th street (Ph.) 50	50	1,000,000	J. & J.	July '71 2	
Col., Chic. & Ind. Cen.* 100	100	13,000,000	J. A. J. O.	Jan. '72 24	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Somerville (Boston)	100	75,000	A. & N.	May '72 3	
Columbus and Xenia*	50	1,786,800	M. J. S. D.	Mar. '72 2	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	South Boston	100	400,000	J. A. J. O.	Apl. '72 24	
Colum. & Hocking Val.	100	848,961	— & —	—	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Union (Boston)	100	200,000	M. & N.	Nov. '71 4	
Concord	100	1,500,000	M. & N.	May '72 5	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Union (Phila.)	100	400,000	J. & J.	Jan. '72 5	
Concord and Ports*	100	850,000	J. & J.	Jan. '72 34	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	West Philadelphia	50	400,000	J. & J.	Jan. '72 7	
Conn. & Passaic Riv.	100	2,084,200	F. & A.	Feb. '72 3	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	CANALS.					
Connecticut River	100	1,700,000	J. & J.	Jan. '72 5	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Chesapeake & Delaware 50	50	1,983,563	J. & D.	June '72 3	
Cooperstown and Susq.	100	307,383	— & —	—	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Chesapeake and Ohio	25	8,229,594	— & —	—	—
Cumberland Valley	100	1,825,000	A. & O.	Oct. '71 4	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Delaware Division	50	1,633,350	F. & A.	Feb. '72 4	
Danbury and Norwalk.	50	400,000	M. J. S. D.	Dec. '71 4	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Delaware and Hudson	100	15,000,000	F. & A.	Feb. '72 5	
Delaware*	100	1,230,941	J. & J.	Jan. '72 3	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Delaware and Harlan*	100	6,847,400	J. A. J. O.	Apl. '72 24	
Del., Lackaw. & Westn.	100	18,508,850	J. A. J. O.	Apl. '72 24	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Erie of Pennsylvania	50	64,000	— & —	—	—
Detroit & Milwaukee*	50	452,350	— & —	—	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Lehigh Coal & Navigat. 50	50	8,739,800	M. & N.	May '67 3	
Dubuque & Sioux City*	100	2,095,000	J. & J.	Jan. '72 2	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Monongahela Navigat.	50	1,003,500	J. & J.	July '71 5	
East Pennsylvania*	50	1,309,200	J. & J.	Jan. '72 4	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Morris (consolidated)	100	1,025,000	F. & A.	Feb. '72 2	
East Mahanoy*	50	392,950	J. & J.	Jan. '72 3	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	" (preferred)	100	1,175,000	F. & A.	Feb. '72 5	
Eastern (Mass.)	100	4,062,600	J. & J.	July '71 4	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Pennsylvania	50	4,337,950	— & —	—	—
Eastern (N. H.)	100	492,500	J. & J.	July '71 4	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Schuyl. Nav. (common) 50	50	1,908,207	F. & A.	Feb. '72 50e	
Kimira, Jef. & Canand*	100	500,000	F. & A.	Feb. '72 24	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	" (ref.)	50	2,898,977	F. & A.	Feb. '72 50e	
Kimira & Williamsport* 50	50	500,000	M. & N.	May '72 24	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Susq. and Tide Water.	50	2,002,746	— & —	—	—
Kimira & Williamsport* 50	50	500,000	F. & A.	Feb. '72 24	N. Y. Cen. & Hudson R.	100	45,000,000	A. & O.	Apl. '72 4	Union	50	2,907,860	— & —	—	—
Erie															

NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Inter- est.	Market Price.		* Indicates that no interest is paid.	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Inter- est.	Market Price.
National Securities June 1, 1872.														
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	109½		Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890			
.. coupon	13,955,000	5	"	1874	110		.. Defense Loan Bonds.....	3,651,398	5	"	1883			
Loan of February 8, 1861.....registered	13,737,000	5	Jan. & July.	1880	114½		.. Southern Relief Bonds.....	100,000	5	"	1873			
.. coupon	4,678,000	5	"	1880	120½		Massachusetts—State Scrip.....	324,000	5	Jan. & July.	74-75			
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	109		.. "							

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B., C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	96½
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn..						
Albany and Susq.(D. & H.Canal.)							1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	103	Burlington and Missouri River.						
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	97½	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds.....	1,999,389	8	"	"	1878	....
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Allegheny Valley:							Stock Bonds.....	1,246,800	8	Jan. & July.	"	1889	....
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	96	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	111
1st Mortgage, Eastern Extension	48,000	7	"	"	....	....	1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	94½
Special Bonds to State of Penn.	3,608,000	5	"	"	....	....	Burlington & Mo. Riv. in Neb.:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv....	3,360,000	8	Jan. & July.	Boston.	1894	102
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscoogin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros. & Kennebec (Maine C.):							Sterling Bonds, £288,600 @ 4.84..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	"	New York.	1875	98
Atchison, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	92
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	81½	Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	89
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	94
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	164,000	6	"	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	95
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	60
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	77	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	7	"	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95½
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	99
Atlantic and Pacific:							Cedar Falls and Minnesota (H. C.):						
Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mortgage (So. Pacific).....gold	7,250,000	6*	"	"	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	81
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	89
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
2d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free..gold	14,000pm	7*	Jan. & July.	New York.	1899	92½
Loan of 1855, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96½	Central of New Jersey:						
Loan of 1855.....	579,500	6	"	"	1880	97	2d Mortgage.....	176,000	7	May & Nov.	New York.	'70-'75	101
Loan of 1855.....	1,710,500	6	April & Oct.	"	1885	97½	New Loan for \$5,000,000.....	4,824,000	7	Feb. & Aug.	"	1890	105
Loan of 1870.....	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):						
Loan of 1863 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	87
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$3,000,000 g'd	....	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....gold	25,010,000	6*	Jan. & July.	New York.	'95-'99	105½
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	"	"	1885	....
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	"	"	1883	100½
Barclay Coal:							Income bonds.....	10,000,000	....	"	"	....	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charleston and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. Mq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.) ..	371,500	7	"	"	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)...	786,000	7	"	"	1895	....
1st Mort. guar. by M.C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....	Cheraw and Darlington:						
Belleville and Ind. (C.C.C. & Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	616,000	7	Jan. & July.	New York.	'70-'95	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
Belleville and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sinking fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1907	94
Belvidere Delaware:							1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	....
1st Mortgage { guaranteed by }	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (") ..	186,500	6	"	"	1872	....
2d Mortgage { Camden and }	492,500	6	March & Sept.	Princeton.	1885	82½	3d Mort. (") ..	901,000	6	"	"	1884	....
3d Mortgage { Amboy. }	745,000	6	Feb. & Aug.	"	1887	83	Income.....	300,000	8	"	"	1876	....
Blue Ridge, (S. Car.):							Cheshire:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	....
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	85½	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds...	248,000	6	"	"	"	....	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	152,500	7	"	"	"	'89-'90	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamaroa:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	"	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	507,000	6	"	Boston.	1889	90	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1864	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1883	105½
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1889	45	2d Mortgage Income.....	1,100,000	7	April			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv.:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes:							2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90	Columbus, Springfield and Cin.:				New York.	18—	....
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	91½	1st Mortgage for \$1,000,000.....		7				....
Chicago and Illinois Southern:							Columbus and Xenia:				New York.	1890	....
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
Chicago, Iowa and Nebraska:							Concord and Claremont:				Boston.	Due.	....
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	93	1st and 2d Mortgage.....	374,000	6				....
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	Connecticut and Passumpsic Riv.:				Boston.	1876	94½
Chicago & Milwaukee (C. & N.W.):							1st Mortgage skg fund, 1856.....	455,800	6	June & Dec.	"	1876	99½
1st Mortgage on 45 miles guar...	397,000	7	May & Nov.	New York.	1874	....	Notes payable, coupon tax free.	559,429	7	"	"		....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	"	1898	96	Connecticut River:				Boston.	1878	....
Chicago and Northwestern:							1st Mortgage skg fund.....	250,000	6	March & Sept.	"		....
Prof. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98	Connecticut Western:				Hartford.	1900	87
Interest (f'ded coup.) b'ds (193m.).	755,000	7	May & Nov.	"	1883	96½	1st Mortgage.....	81,500	7				....
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	"	1885	100	Connecting (Philadelphia):				Philadelphia.	1890	87½
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	1st Mortgage.....	1,000,000	6	March & Sept.	"		....
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	Contocook River:				Boston.	18—	....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	94	1st Mortgage.....	30,000	6				....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	104½	Cooperstown and Susq. Valley:				New York.	1889	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	98	1st Mortgage.....	100,000	7	Jan. & July.	"		....
Miss. Riv. Bridge ("")	200,000	7	Jan. & July.	"	1884	....	Coun. Bluffs & St. J. (K. St. J. & C. B.)				"		....
1st Mort. (Elgin and State Line)	135,000	7	"	"	1878	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1880	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	....	2d Mortgage.....	150,000	10—	"	"	1872	....
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	"	1915	98	Covington and Lex. (Ky. Cen.):				New York.	1872	....
Equipment Mortgage.....	275,000	10	"	"	1871	....	1st Mortgage March 1852.....	120,000	7	March & Sept.	"	1883	....
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	"	1874	....	2d Mortgage March 1863.....	844,000	7	"	"	1885	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	....	3d Mortgage June 1865.....	237,000	7	June & Dec.	"		....
3d Mort. ("") 40m.	10,500	7	June & Dec.	"	1898	....	Cumberland Coal and Iron:				New York.	1891	....
1st Mort. (Chi. & Mil. R. W.) 85m	1,135,000	7	Jan. & July.	"	1898	96½	1st Mortgage of March 1866.....	803,500	6	March & Sept.	"	1888	....
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	"	"	1888	....	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	"	1881	....
1st Mort. (Mad. Exten.) 126 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"		....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	Cumberland Valley:				Philadelphia.	1904	....
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	"	1908	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	86½	2d Mortgage.....	109,500	8	"	"	1884	....
Chicago, Pekin & Southwestern:							Plain bonds.....	81,800	8	Jan. & July.	"		....
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	Danbury and Norwalk.				New York.	1880	....
Chicago, Rock Island and Pacific:							1st Mortgage of 1869.....	100,000	7	Jan. & July.	"	1890	....
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	104½	2d Mortgage of 1869.....	200,000	7	"	"		....
Chi. & Southwestern (C. R. I. & Pac.):							Danv. Hazleton & Wilkesbarre:				Philadelphia.	1888	85½
1st Mort. guar. and tax free, gold	5,000,000	7*	May & Nov.	New York.	1889	....	1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	"		....
Chillicothe & Brunswick (N. Mo.):							Davenport and St. Paul:				New York.	1890	....
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	82	1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	"		....
Cincinnati, & Balt. (Mar. & Cin.):							Dayton and Michigan:				New York.	1884	....
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	"	1879	....
Cincinnati, Hamilton and Dayton:							2d Mortgage.....	642,000	7	March & Sept.	"	1885	....
1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	3d Mortgage.....	700,000	7	April & Oct.	"	1888	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	....	Dayton and Union:				New York.	1879	....
Cinc. and Indiana (C. Laf. & Chi.):							1st Mortgage, registered.....	149,000	7	March & Sept.	"	1879	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	77-78½	....	Income Bonds.....	252,445	6	"	"	1879	....
Cincinnati and Indianapolis Junc.:							Dayton and Western:				New York.	1905	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	275,000	7	Jan. & July.	"	1905	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	1st Mortgage.....	433,000	6	"	"		....
3d Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....	Decatur & E. St. Louis (T. W. & W.):				New York.	1890	....
Cincinnati, Lafayette and Chi.:							1st Mortgage.....	2,700,000	7	Jan. & July.	"		....
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	82	Decatur, Sullivan and Mattoon:				New York.	1901	....
Cin. and Martinsville (C. & Laf.):							1st Mortgage.....	500,000	8	March & Sept.	"		....
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	Delaware:				Philadelphia.	1875	....
Cincinnati, Richmond & Chicago:							1st Mortgage.....	500,000	6	Jan. & July.	"	1876	....
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Delaware State Loan.....	170,000	6	"	"	1875	....
Cincinnati, Sandusky and Clev.:							Guaranteed Bonds.....	100,000	6	"	"	1880	....
1st Mortgage of 1867.....	1,051,881	7	June & Dec.	New York.	1890	84½	Exten. (Seaf. to Delmar) bonds..	100,000	6	"	"		....
1st Mort. (San., Day. and Cin.) ..	988,000	6	Feb. & Aug.	Boston.	1900	79	Delaware, Lackawanna & Western:				New York.	1871	....
1st Mort. (San. City and Ind.) ..	350,000	7	March & Sept.	"	1877	91½	1st Mort. (Lack. & Western) ..	564,000	7	Jan. & July.	"	1875	101
Cincinnati and Zanesville:							1st Mort. (Eastern Ext.) ..	1,111,000	7	April & Oct.	"	1881	98
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	2d Mort. (General).....	1,633,000	7	March & Sept.	"		....
Clev. Col. and Cine. (C. C. & I.):							Denver Pacific:				New York.	1897	....
1st Mortgage \$25,000 a year.....	323,000	7	June & Dec.	New York.	71-74	....	1st Mortgage (Land grant) ..gold	2,500,000	7*	May & Nov.	"		....
Clev. Col., Cin. & Indianapolis:							Des Moines Valley:				New York.	1877	....
1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	101	1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	"	1898	....
1st Mort. (C., C. and O. R. R.) ..	323,000	7	June & Dec.	"	71-74	....	1st Mortgage Land grant.....	4,690,000	8	"	"	1884	....
1st Mort. (Bell. and Ind. R. R.) ..	616,000	7	Jan. & July.	"	70-76	....	Income Bonds.....	462,000	7	Jan. & July.	"		....
Cleveland and Mahoning:							Detroit, Hillsdale and Indiana:				New York.	1890	86½
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	1st Mort. (16,000 p. m.) ..guar.	1,080,000	8	June & Dec.	"		....
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	Detroit, Lansing & L. Michigan:				New York.	1890	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	....	1st Mortgage.....	3,000,000	8	May & Nov.	"	1879	....
Clev., Mt. Vernon and Delaware:							2d Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	"	1880	....
1st Mort. for \$1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	"		....
Clev., Painesv. & Ash. (L. Shore):							Detroit and Milwaukee:				New York.	1875	....
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....	1st Mortgage, convertible.....	2,500,000	7	May & Nov.	"	1875	....
2d Mortgage (registered).....	1,000,000	7	"	"	1880	99½	2d Mortgage.....	1,000,000	8	"	"	1875	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	96	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	....
Cleveland and Pittsburgh:							2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	....
2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	90½	Bonds of June 30, 1855, (cond.) ..	1,916,639	6	"	NY & Detroit.	1886	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (construction).....	600,000	7	" "	" "	1894	....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888	103 1/2
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Mortgage not guaranteed.....	376,765	7	" "	" "	'81-'86	....
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	35,000	8	" "	" "	1873	....	Hackensack & New York (Krie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	95	Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E. T. V. & G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	....
1st Mortgage.....	640,000	6	" & July	New York.	1880	94	Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	91
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg fund.,	3,500,000	7	Jan. & July.	New York.	1900	94 1/2	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	....
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....	Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	93 1/2
Loan of 1862, sterling.....	383,000	6*	Jan. & July.	London.	1872	....	Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	....
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98 1/2	Six years Mortgage bonds.....	69,000	10	" "	" "	1872	....
Loan of 1865.....	160,000	6	April & Oct.	" "	1885	98 1/2	Three years' notes.....	810,000	8	" "	" "	1873	....
Loan of 1868.....	1,000,000	6	March & Sept.	" "	1888	....	Five years' notes.....	1,024,300	8	" "	" "	1875	....
Loan of 1869.....	500,000	6	May & Nov.	" "	1889	94 1/2	Fifteen years' bonds.....	1,095,500	8	March & Sept.	" "	1885	92
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" "	1876	90	1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	82 1/2
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam. R.R.)	1,200,000	10	Jan. & July.	" "	1892	104 1/2
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	55	Land Mortgage.....	1,505,700	7	April & Oct.	" "	1888	100
2d Mortgage.....	150,000	6	April & Oct.	" "	1886	....	Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95 1/2	1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890	....
Income Mortgage.....	570,000	5	May & Nov.	" "	1872	60 1/2	Harrisburg & Lancaster (Pa. R.R.):						
Real Estate (Elmira) bond.....	50,000	7	" "	" "	....	....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	92 1/2
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	100 1/2	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	99 1/2	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" "	" "	1883	100	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	95	1st Mort. (Connecticut 96.04 m.)	1,674,500	7	" "	" "	1876	....
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	95 1/2	Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	" "	1891	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....	Hempfield:						
Erie and Pittsburgh (Penn.):							1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....	Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	" "	1890	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" "	1893	....	2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889	....
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....	Houston and Texas Central:						
1st m. R.R. & L'd (B to Win. 45 m)	2,000,000	6*	" "	" "	1899	....	1st Mortgage L.G. skg fund, gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Evansville and Crawfordsville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & H.R.R.).....	350,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	500,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Ev. & Chi. R.R.).....	740,000	7	May & Nov.	" "	1889	....	2d Mortgage, sinking fund.....	1,594,000	7	June & Dec.	" "	1885	100 1/2
1st Mort (Rockville Extension).....	150,000	7	Feb. & Aug.	" "	1881	....	3d Mortgage.....	180,000	7	May & Nov.	" "	1875	107 1/2
Consolidated Mortgage.....	....	7	Jan. & July.	" "	1889	....	Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101 1/2
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,000,000	7	April & Oct.	" "	1895	47
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	....	Illinois Central						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7*	April & Oct.	New York.	1875	104
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....	1st Mortgage Construction.....	332,000	6*	" "	" "	1875	....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "	1890	....
1st Mortgage L. G., 1st mort.....	267,000	7	May & Nov.	New York.	1880	....	Redemption, sterling.....	5,600,000	6*	" "	London.	1890	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" "	1887	....	Illinois & South Iowa (T. W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	90
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" "	1888	....	Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....	Indianapolis, Blooming. & West:						
Fonda, Johnston & Gloversville:							1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
1st Mortgage.....	300,000	7	" "	New York.	1889	....	2d Mortgage.....	1,500,000	8	" "	" "	1890	....
Ft. W., Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
Ft. W., Muncie & Cin. (F. W. J. & S.):							1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage guaranteed.....gold	1,800,000	7*	Jan. & July.	New York.	1889	....	1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	65 1/2
Galena & Chic. Union (C. & N. W.):							1st Mortgage (Cin. and Ind.)...	500,000	7	" "	" "	1893	....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	105	2d Mort. (C. & L.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
2d Mortgage.....	955,000	7	May & Nov.	" "	1875	98	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" "	1884	....	1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Georgia:							Indianapolis & Madison (J. M. & I.):						
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86	....	1st Mortgage of May 1, 1862.....	397,000	7	May & Nov.	New York.	1882	....
Goshen and Deckertown (Erie):							Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
Gr. Rapids & Indiana (P.F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	....
1st Mortgage guar half yr.....gold	4,000,000	7*	Jan. & July.	New York.	1899	....	Ionis & Lansing (D.L. & L. Mich.):						
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
Grand Trunk (Ca.):							2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880	....
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....	Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,264.	8,061,320	4*	" "	" "	....	....	1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899	79 1/2
3d Preference Stock £758,510.	3,732,550	4*	" "	" "	....	....					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	99 1/2
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....	1st Mort. of 1868 (coup & reg.) free	3,343,000	6	June & Dec.	"	1898	99
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	" "	1882	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	Feb. & Aug.	"	1900	105 1/2
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	" "	" "	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan)....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	100 1/2	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18-0	....
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia)....	307,900	6	March & Sept.	New York.	1890	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & Western)....	275,000	7	Jan. & July.	"	1905	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....	1st Mortgage (" " " ")	433,000	6	" "	"	1905	....
1st Mortgage (Newcastle Br.)....	260,000	7	June & Dec.	" "	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30 1/2
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.:						
2d Mortgage.....	300,000	6	April & Oct.	" "	1900	91 1/2	1st Mortgage.....gold	.....	7*	" "	New York.	1889	....
Junction and Breakwater:							Little Schuylkill (P. & Rdg.):						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalam., Alleg. & Gr. R. (L.S. & M.S.):							Logansport, Crawf. & S'westn Ind.:						
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	95 1/2	1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Kalamazoo, & S. Haven (M.Cen.):							Long Branch and Sea Shore:						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104 1/2	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Kalam. & Three Riv. (L.S. & M.S.):							Long Island:						
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
Kalam. & W. Pigeon (L.S. & M.S.):							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1893	....
Kansas City and Santa Fe:							General Mortgage of 1869.....	775,000	8	" "	"	1899	....
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
1st Mortgage (consolid.) 264 m.	687,000	8	March & Sept.	N.Y. & Bos'n.	1890	....	Louisville, Cin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	" "	1889	....	1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. (" " " ")	150,000	10	" "	" "	1872	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900	....
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	" "	1892	97	1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	"	71-80	....
2d Mort. (" " " ")	539,500	8	June & Dec.	" "	1874	91	Louisv. Loan (" " " ")	100,000	6	" "	"	1881	....
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lex. & Frankfort)....	25,000	6	" "	"	1874	....
1st Mort. (" " " ")	1,500,000	7	" "	" "	1893	....	Louisville and Nashville:						
Kansas Pacific (U. Pac. E. D.):							1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
1st Mort. on R.R. 140 m.....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Louisville Loan (Main Stem)....	849,000	6	April & Oct.	"	86-87	....
1st Mort. on R.R. 254 m.....gold	4,063,000	6*	June & Dec.	" "	1896	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1887	....
1st Mort. on Branch 34 m.....gold	600,000	7	May & Nov.	" "	1896	....	1st Mortgage (Memphis Br.)....	197,000	7	" "	"	71-76	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	" "	71-76	....	1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	"	1870	....
1st M. on R.R. 245 m. & 3,060,000 a	6,500,000	7	May & Nov.	" "	1899	....	1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	"	80-86	....
1st M. on lands E. of 380th m. gold	2,000,000	6	Jan. & July.	" "	1880	....	Louisville Loan (Leb. Br. Ext.)	333,000	6	April & Oct.	"	1893	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	" "	95-97	....	Consolid. mort. of April 1, 1868.	5,500,000	7	" "	"	1868	....
3d Mort. Income on 428 m.....	4,273,000	7	(after 5 years.)	" "	1916	....	Lowell & Lawrence (B. & L.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Keat County (Del.):							Macon and Brunswick:						
1st Mortgage.....	123,000	7	March & Sept.	New York.	1872	....	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-90	....
Kentucky Central (Cov. & Lex.):							2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889	....
1st Mortgage March 1852.....	844,000	7	" "	" "	1883	....	3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	"	1890	....
2d Mortgage March 1863.....	237,000	7	June & Dec.	" "	1886	....	Equipment Mortgage.....	150,000	....			
Keokuk, Iowa City and Minn.:							Macon and Western:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....	Madison and Portage:						
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage.....	450,000	7	April & Oct.	New York.	1835	....
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95	Maine Central:						
Lackawanna and Bloomsburg:							Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	90-91	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898	....
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....	Mort. (Ext.) for \$500,000.....gold	112,000	6*	April & Oct.	"	1900	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	" "	1890	....	1st Mort. (B.to P. & Ken.) exch. 7s	577,000	6	" "	"	1872	....
Income Mortgage.....	200,000	10	Jan. & July.	" "	1871	....	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Income Mortgage.....	79,335	7	April & Oct.	" "	1871	....	Mansfield & Framingh. (B.C. & F.):						
La C. Trempe & Pres. (C. & N.W.):							1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90 1/2
1st Mortgage, guaranteed.....	800,000	7	" "	New York.	....	....	Marietta and Cincinnati:						
Lafayette, Bloomington & Miss.:							1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage.....	1,300,000	7	" "	New York.	....	88 1/2	1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	98 1/2
Lafayette, Muncie & Blooming.:							2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89 1/2
1st Mortgage.....	1,500,000	8	" "	New York.	....	....	3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	81 1/2
Lake Erie and Louisville:							1st Mort. (Scioto & Hocking)....	300,000	7	May & Nov.	New York.	1896	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Baltimore Loan to Union R. R.	20,000	7	" "	Baltimore.	....	....
Lake Shore & Michigan So.:							Marietta and Pittsburg:						
Sunbury B'ds (CP & ARR 95 1/2 m)	500,000	7	Jan. & July.	New York.	1874	....	1st Mort. of Aug. 1, 1869.....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Regis. Bonds (" " " ")	1,000,000	7	" "	" "	1880	....	Marquette and Ontonagon:						
3d Mortgage (" " " ")	1,000,000	7	April & Oct.	" "	1892	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	96	Maryland and Delaware:						
S. Fund Bonds (L.S. & M.S. 0.13m)	1,800,000	7	" "	" "	1879	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	60 1/2
Consol. M. reg. (" " " ")	3,699,000	7	J. A. J. & O.	" "	1900	100	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Consol. M. coup. (" " " ")	1,334,030	7	Jan. & July.	" "	1900	....	Memphis and Charleston:						
1st Mort. (M.S. & N. In. R.R. 52 1/2 m)	5,256,030	7	May & Nov.	" "	1885	102	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mort. (" " " ")	2,693,000	7	" "	" "	1877	98 1/2	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (June R.R. 49 1/2 m.)	115,000	7	June & Dec.	" "	1872	....	Tenn. Loan.....	1,864,387	6	" "	"	1890	....
S. Fund (Clev. & Tol. R.R. 102 1/2 m)	2,014,000	7	Jan. & July.	" "	1885	Memphis and Little Rock:						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Mifflin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitsville						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
2d Mortgage.....	10,500	7	Jan. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage.....	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,874,000	8*	Feb. & Aug.	New York.	1898	....	1st Mortgage, Sterling \$200,000..						
2d Mortgage, (").....	1,315,000	7.3	"	"	1898	....	Newburg & New York (Eric):						
Milwaukee and St. Paul:							1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	95	New Canaan:						
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874	....	1st Mortgage.....	75,766	7	April & Oct.	New York.	1889	....
1st Mort. (Iowa and Minn. Div.)...	3,763,000	7	Jan. & July.	"	1897	91	Newcastle and Beaver Valley:						
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1898	....	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1898	....	New Haven and Darby:						
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	108	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven	1888	....
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	98	New H. Middle'n & Willman:						
2d Mortgage \$70 miles.....	1,191,000	7	April & Oct.	"	1884	85	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
Income Mortgage.....	20,000	7	Jan. & July.	"	1891	....	2d Mortgage for \$1,500,000.....	120,000	6	Jan. & July.	"	1891	....
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	New H. & Northampton (Canal):						
Milwaukee and Western bonds.	234,000	7	Jan. & July.	"	1891	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Real Estate Purchase.....	148,500	7	various.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1890	....
Incumbrances assumed.....	33,839	7	"	"	1891	....	New Jersey (Pennsylvania):						
Mineral Point:							1st Loan.....	200,000	6	Feb. & Aug.	New York.	1875	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	2d Loan.....	450,000	6	"	"	1878	....
Minnesota and North Western:							3d (State Loan).....	100,000	6	"	"	1887	....
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	New Jersey Midland (N.Y. & O.M.):						
Mississippi Central:							1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....	2d Mortgage.....currency	400,000	7	"	"	1891	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	"	1876	....	New Jersey Southern:						
1st Mort. (Miss. Cen. & Tenn.)...	25,000	6	April & Oct.	"	1863	....	1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	8 1/2
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	....	1st Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	"	1890	....
Mississippi, Ouachita & Red Riv:							New Jersey West Line:						
1st Mortgage.....gold	12,000pm	7*	"	New York.	1900	....	1st Mort. for \$3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
Land Mort. (257,000 acres).....gold	1,000,000	7*	"	"	1900	....	New London Northern:						
Arkansas State Loan.....	10,000pm	7	"	"	1900	48	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Mississippi and Tennessee:							1st Mortgage, Extended.....	3,000	7	March & Sept.	"	1885	....
1st Mortgage of April 1, 1868.....	600,000	7	April & Oct.	New York.	1876	....	Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Consolidated Mortgage of 1866...	1,178,500	8	March & Sept.	"	181-93	....	New O. Baton-Rouge & Vicksb'g:						
Mississippi River:							1st Mortgage.....gold	12,500pm	8*	"	New York.	1910	....
1st Mortgage.....	17,000pm	7	"	New York.	....	....	2d Mort. endor. by Louis.....gold	12,500pm	8*	"	"	1910	....
Mississippi, Iowa & Nebraska:							N. Orleans, Jackson & Gt. North.						
1st Mort. of June 1, 1870.....gold	.....	7*	June & Dec.	New York.	1910	....	1st Mortgage of July 1, 1856.....gold	3,000,000	8*	Jan. & July.	London & N.Y.	1886	....
Missouri, Kansas and Texas:							2d Mortgage of Oct. 1, 1860.....gold	1,500,000	8*	April & Oct.	New York.	1890	....
1st M. RR. & land (U.P.S. Br.)SF	4,145,000	6	Jan. & July.	New York.	1869	....	Income Mortgage of 1870.....gold	2,000,000	7*	"	New Orleans.	1890	....
1st M. (Tebio & Nesho)S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
Consol. L.G. S.F. (\$14,000,000)gd	1,005,000	7*	Feb. & Aug.	"	1904	....	New Orleans, Mobile and Texas:						
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	93 1/2	1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	New York.	1915	....
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	91	2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915	....
Missouri Valley (K.C.S. & C.B.):							New Orleans and Selma:						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage.....	1,000,000	7*	"	"	1893	....	New York and Boston:						
Mobile & Alabama Grand Trunk:							1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	New York Central:						
Mobile Lo'n \$1,500,000 end. by Co.	1,600,000	8	"	"	....	....	Debt Certif. & Premium Bonds.	5,836,626	6	May & Nov.	New York.	1883	92 1/2
Mobile and Girard:							Bonds for Debts assumed.....	1,614,000	7	May & Nov.	"	1876	101
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for B. & N. Falls R.R.S.F.	76,000	6	Feb. & Aug.	"	1883	....
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	....	....	Bonds for real estate.....	592,000	6	"	"	1883	....
Plain Bonds.....	33,500	7	"	Mobile.	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Mobile and Montgomery:							Bonds and Mortgages for R. E.....	22,500	7	various.	"	var.	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds Convertible till Aug. 1, '89	195,000	7	Feb. & Aug.	"	1876	....
Mobile and Ohio:							Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	94
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. (Hudson Riv. R.R.)...	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....Sterling	803,700	6*	"	London.	1882	....	3d Mort. (" ") S. F.	1,891,000	7	June & Dec.	"	1885	106
Interest bonds (10 years).....	377,900	8	"	New York.	1878	....	Conv. B'ds (" ")	150,000	7	May & Nov.	"	1875	103
Interest bonds 2nd issue.....	755,400	6*	"	"	1883	....	New York and Fort Lee (Eric):						
Interest bonds sterling.....	755,400	6*	"	London.	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	New York & Flushing (F. & N.S.):						
Montgomery & Erie (Eric):							1st Mortgage.....	135,000	7	"	New York.	1876	....
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Harlem:						
Montgomery and Eufala:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	100 1/2
1st Mortgage of 1866, endorsed.....	640,000	8	March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
1st Mortgage of 1870, endorsed.....	300,000	...	June & Dec.	"	1900	....	Consolidated mortgage of 1863...	1,767,000	6	Feb. & Aug.	"	1893	96
Montgomery & West Point (Win):							Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	450,000	8	"	"	18.0	....	N. York, Housatonic & Northern:						
1st Mortgage.....	298,000	8	"	"	1876	....	1st Mortgage.....	141,500	7	"	New York.	1889	....
2d Mortgage.....	254,000	8	"	"	1881	....	New York and New Haven:						
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	98
Montreal & Champlain:							New York & Oswego Midland:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	1st Mort. for \$8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage.....	370,000	8	"	New York.	1879	....	New York, Providence & Boston:						
Morris and Essex:							1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1914	104	1st Mortgage.....	80,000	6	"	"	1878	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	90 1/2	Consol. Mort. for \$1,000,000.....	512,000	7	Jan. & July.	"	1899	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Niles and New Lisbon:						
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93 1/2	1st Mortgage.....	500,000	7	"	Philadelphia.	1889	....
Muscatine (South-Western):							Norfolk County (B. H. & Erie):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....	1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
Nashville and Chattanooga:							Norfolk & Petersburg (A.M. & O.):						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, not endorsed.....	23,000	6	"	"	1890	....	1st Mortgage.....	396,000	8	"	"	1877	....
Tenn. State Loan.....	150,000	6	"	"	1892	....	2d Mortgage for \$500,000.....	416,000	8	"	Norfolk.	1893	....
Tenn. State Loan (Jasper Br.)...	245,000	6	"	"	1900	....	North Carolina:						
Nashville and Decatur:							Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
1st Mort., Tenn. State Loan.....	2,629,042	6	Jan. & July.	New York.	1892	....	Mortgage Bonds.....	193,500	8	"	"	1877	....
2d Mortgage.....	500,000	6	"	"	1870	....	Mortgage Bonds.....	209,000	8	"	"	1888	....
Income Bonds (Tenn. and Ala.)...	200,000	10	April & Oct.	"	1887	....	North Eastern:						
Consols for \$2,100,000 at 7 or 8 gold	.....	7	"	"	1901	....	1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
National (N. Jersey):							2d Mortgage.....	69,500	7	"	"	1868	....
1st Mortgage for \$7,200,000.....	.....	7	"	New York.	1901	....	General Mortgage 1st Preference	773,000	7	"	"	1899	....
Naugatuck:							General Mortgage 2d Preference	141,500	7	"	"	1899	....
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....	Funded Interest.....	117,495	7	"	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	96	1st Mortgage, guaranteed	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888	....	Peninsula (C. & N. W.):						
3d M. of Oct. 1869 (7 p.c. after 5 yrs)	3,000,000	10	"	"	1888	....	1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	102	1st Mortgage..... gold	1,800,000	7*	May & Nov.	New York.	1899	....
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110½	Pennsylvania and New York:						
2d Mortgage.....	1,245,000	7	May & Nov.	"	1896	97	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1896	96
Northern Central:							1st Mortgage.....	1,500,000	7	"	"	1906	....
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....	Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	94½	1st Mortgage (Bangor Loan).....	577,000	6	April & Oct.	Bangor.	1872	....
3d Mortgage.....	1,225,000	6	April & Oct.	"	1900	87½	2d Mortgage.....	159,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage (York & Cumb. R.R.)	500,000	6	Jan. & July.	"	1877	98	Peoria & Bureau Val (O.R.I. & P.):						
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	98	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880	....	Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878	....
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	....	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	....	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	....
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands... gold	50,000pm	7.3	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1900	....
North Western Virginia:							Perkiomen (Phila. & Rdg):						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99½	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897	85
3d Mortgage ("").....	140,000	6	"	"	1885	92	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed.....	100,000	6	"	New York.	1888	....
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	....	Petersburg:						
Plain bonds.....	59,000	7	June & Dec.	"	1874	....	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	....
Steamboat bonds.....	45,900	7	Feb. & Aug.	"	1870	....	Mortgage Bonds.....	25,500	7	"	"	1865	....
Construction bonds.....	250,000	7	Jan. & July.	"	1877	....	Mortgage Bonds.....	266,500	8	"	"	179-98	....
New bonds of 1870.....	22,000	7	"	"	1890	....	Philadelphia and Baltimore Cent.:						
Nyack and Northern:							1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Md. Div.).....	300,000	6	"	"	1901	....
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage.....	5,000,000	6½	March & Sept.	Philadelphia.	1881	90
1st Mortgage ("") dollar.....	51,000	7	"	New York.	1873	....	2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	92½
Ogdensburg and Lake Champlain:							3d Mortgage.....	3,598,000	6	"	"	1920	....
1st Mort. conv. into pref. stock.	4,600	7	Jan. & July.	Boston.	1869	....	1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
2d Mort. conv. into com. stock.	25,200	7	April & Oct.	"	1861	....	Philadelphia, Germant. & Norist:						
Equipment mortgage of 1868-69	500,000	8	Jan. & July.	"	1879	102½	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	....
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	101	Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	....
1st Mortgage (W. Div.).....	850,000	7	"	"	1872	....	Debenture Loan of 1868.....	1,121,000	6	"	"	1893	83
2d Mortgage (W. Div.) conv.	534,000	7	"	"	1874	89	Debenture Loan of 1870.....	2,625,000	7	"	"	1890	....
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1870, conv.	143,500	6	"	"	1886	....
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882	....	Mort. Loans of 1843-44-48 & 49.	1,621,000	6	"	"	1880	94
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	95	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	111½
Consolidated Mort. (sterling).....	101,850	7	"	London.	1898	....	Sterling Loan of 1836.....	182,400	5*	Jan. & July.	London.	1880	....
Oil Creek and Allegheny River:							Sterling Loan of 1843.....	976,800	6*	"	"	1880	....
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Sterling Loan of 1836.....	288,000	7*	"	"	172-77	....
1st Mortgage.....	580,000	7	April & Oct.	"	1882	....	Philadelphia, Wilmington & Balt.:						
1st Mortgage.....	200,000	7	June & Dec.	"	1871	....	Mortgage, convertible.....	349,800	6	Jan. & July.	Philadelphia.	1884	....
2d Mortgage.....	71,000	7	May & Nov.	"	1871	....	Plain Bonds.....	600,000	6	April & Oct.	"	1871	....
Consolidated Mortgage.....	819,000	7	"	"	1888	79	Plain Bonds.....	400,000	6	"	"	1876	....
Old Colony and Newport:							Plain Bonds.....	1,000,000	6	"	"	1887	....
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	102½	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds.....	1,000	6	March & Sept.	"	1874	96½	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	96½	2d Mort. conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	1894	74½
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	96½	Pittsburg & Connellsville (B. & O.):						
Plain Bonds.....	34,000	6	"	"	1884	....	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	(6)
Omaha and Southwestern:							2d Lien Balt. Loan.....	1,000,000	6	"	"	1886	....
1st Mort. (North Platte Div.).....	300,000	8	June & Dec.	New York.	1890	92½	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York.	1889	....
Orange, Alexandria & Manassas:							Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlottesville to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	83½	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
3d Mort. ("").....	598,000	8	May & Nov.	Richmond.	1873	91	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
4th Mort. ("").....	674,000	8	March & Sept.	Alexandria.	1880	85	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	84½	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Va. State Loan.....	249,962	7	"	"	1893	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oage Valley & Southern Kansas:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage (6-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	101½
Oswego and Rome (R.W. & O.):							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	170-80	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	....	3d Mortgage (Series M).....	2,000,000	7	April & Oct.	"	1912	98
Ottawa, Osw. & Fox R.V. (C.B. & Q.):							Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96½	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
Owensboro and Russellville:							Construction bonds of Jan. 1, 1900	100,000	7	Jan. & July.	"	1877	....
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	....	Port Huron & Lake Michigan:						
Pacific of Mo.:							1st Mortgage of May 1, 1869.....	1,800,000	7*	May & Nov.	New York.	1899	....
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....	Portland and Kennebec:						
1st Mortgage..... gold	7,000,000	6*	Jan. & July.	"	1880	100½	1st Mort. (K. & P. R.R.) 1851-61.	224,800	6	April & Oct.	Portland.	1883	....
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	....	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	....
St. Louis County Loan.....	700,600	6	Feb. & Aug.	"	171-73	....	Consol. (P. & K. R.R.) Apr. 1, 1865	790,700	6	"	"	1895	....
Panama:							Portland loan.....	100,000	6	"	"	....	....
Sterling Bonds £152,775 at 4.85.....	740,959	7*	Feb. & Aug.</										

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala.....gold	16,000pm	5*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887	....	Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed.	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T., B. & R.) assumed.	500,000	7	May & Nov.	"	1890	....	Schuykill and Susquehanna:						
1st Mortgage (G.F. Br.) assumed.	125,000	7	Jan. & July.	"	1894	....	1st Mortgage, May 1, 1866.....	97,000	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896	....
1st Mortgage guar. by Va.....	168,100	6	"	"	1875	82	Seaboard and Roanoke:						
Consolidated Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	75-90	78½	1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800	....
4th Mortgage.....	64,500	6	"	Richmond.	73-75	....	Selma and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	71-76	....	1st Mortgage, guar. by Ala.....gold	16,000pm	8*	— & —	New York.	1890	....
Rich., Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	1st Mortgage, guar. by Ala.....gold	16,000pm	8*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,489	6	"	Richmond.	var	....	Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var	....	1st Mortgage (3d series).....	796,850	6	various.	— & —	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	72-80	....	2d Mortgage.....	6,000,000	7	"	"	....	....
Richmond and York River:							Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	....	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	71-76	....	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Erie):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....	1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv. S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	1st Mortgage Jan. 1, 1868.....gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensb.:							2d Mortgage (U.S. subsidy).....cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....	Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund.....	796,900	7	March & Sept.	"	1880	....	1st Mortgage, L. G. tax free....	14,000pm	7	— & —	New York.	....	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	"	72-74	....	Somerset (Me. Central):						
Routout and Oswego:							1st Mortgage, June 1, 1871.....gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	78-88	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	79½	Domestic Bonds (H) 1866-67....	306,500	7	April & Oct.	Charleston.	71-72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	93	Domestic Bonds (G) 1862-67....	342,500	6	Jan. & July.	"	73-74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868....	1,272,500	7	April & Oct.	"	88-91	....
1st Mort. conv. into pref. stock....	70,000	7	Feb. & Aug.	Boston.	1863	....	Domestic Bonds (special) Sep. '66	76,000	6	Jan. & July.	"	80-92	....
2d Mort. conv. into com. stock....	67,000	7	"	"	1863	....	Real Estate Mortgage.....	80,733	7	various.	"	71-91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	809,500	7	Jan. & July.	New York.	82-88	....
1st Mort. (Cal. & Baring R.R.)....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Georgia & Florida (A. & G.):						
2d Mort. (").....	17,500	6	"	"	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	— & —	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	2d Mort. " " " " " "	200,000	7	"	"	1890	....
St. Joseph & C.B. (K.C. St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage (").....	339,500	8	June & Dec.	"	1874	91	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Denv. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1899	102	1st Mort. endor. by Ala., tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Denv. C. (W.D. 160m):							South Pacific (Atl. & Pac.):						
1st M. R.R. lands of M'y 14, '70, free	5,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1900	97½	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Can.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
St. Louis, Alton and Terre Haute:							South Side (L. I.):						
1st Mortgage (Series A) skg f'd....	1,100,000	7	Jan. & July.	New York.	1894	99½	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	92
1st Mortgage (Series B) skg f'd....	1,100,000	7	April & Oct.	"	1894	....	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	91	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	84-90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mort., consol. 2d pref.....	619,300	6	"	"	84-90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	82	4th Mortgage, consol. 3d pref....	458,100	6	"	"	84-90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed.....gold	16,000pm	7*	Jan. & July.	New York.	1901	....	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	98½	1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 16, 1864....	2,365,000	7	April & Oct.	New York.	1894	94	1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 1868.....	360,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:						
St. Louis, Lawr. & Denv. (Pacific):							1st Mortgage for \$28,000,000 gold	.....	6*	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed.....gold	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	2d Mort. Sept. 1, 1870.....gold	80,000	7*	"	"	1880	....
St. Louis and South Eastern:							South Western (Cen. of Ga.):						
1st Mort. skg fund conv.....gold	3,250,000	7*	May & Nov.	New York.	94-96	....	Mortgage Bonds, various.....	399,000	7	various.	Macon.	77-80	....
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York.	1893	....	Spartanburg and Union:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....	1st Mortgage not endorsed.....	198,370	7	"	"	....	....
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	"	1887	....	Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900	....	Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	Sterling Mountain:						
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	350,000					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	95	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	92	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	96 1/2
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	84 1/2	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
Equipment sinking fund.....	94,000	8	Jan. & July.	"	1879	....	West Shore Hudson River:						
Consolidated Bond Class A.....	1,406,000	7	May & Nov.	"	1911	....	1st Mortgage.....	676,300	7	— & —	New York.	....	....
Toledo, Wabash and Western:							West Wisconsin:						
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	98	1st M. L. G., stg. conv. £800,000.	4,000,000	7	Jan. & July.	N.Y. or Lond.	1855	....
1st M. (L. Erie, W. & St. L. 187 m.)	2,500,000	7	"	"	1890	....	Wilcomico and Pocomoke:						
2d Mort. (Tol. & Wabash 75 m.)...	1,000,000	7	May & Nov.	"	1878	93	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mort. (Wab. & West. 187 m.)...	1,500,000	7	"	"	1871	....	Williamston and Tarboro':						
Equipm't Bonds (T. & W. 75m.)...	600,000	7	"	"	1883	86	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Consol. M. (T., W. & W. 500 m.)...	2,700,000	7	F. M. A. & N.	"	1907	92	Wilm., Charlotte & Rutherford:						
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	92	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
Troy and Boston:							1st Mortgage, endor. by N. Car..	1,000,000	8	"	"	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Wilmington and Reading:						
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	99
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	2d Mortgage.....	262,200	7	Jan. & July.	"	1902	....
Convertible Bonds.....	648,000	7	"	"	1882	....	Wilmington and Weldon:						
Troy, Salem & Rutland (R. & Sar.):							Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
Troy Union:							Sinking Fund Bonds.....	710,000	7	Jan. & July.	New York.	1896	95
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Winona & St. Peter (C. & N. W.):						
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	2d Mortgage.....	12,000pm	7	Jan. & July.	New York.	....	89
Union Pacific:													
1st Mortgage, tax free.....	27,237,000	6	Jan. & July.	N.Y. & Boston	'95-'99	94	CANAL BONDS.						
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81 1/2	Chesapeake and Delaware:						
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	86	1st Mortgage.....	2,039,160	6	Jan. & July.	Philadelphia.	1886	94
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....	Chesapeake and Ohio:						
Union Pacific—Central Branch:							Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st Mortgage.....	1,600,000	6	May & Nov.	New York.	1895	....	Sterling Loan guaranteed.....	4,375,000	5	"	London.	1890	....
2d Mortgage (U.S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Union Pacific, E. D. (see K. Pac.):							Delaware Division (L.C. & W.):						
Union Pacific, S. Br. (M.K. & T.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
1st M.B.R. 342m. & 1,300,000 acres	4,145,000	6	Jan. & July.	New York.	1899	....	Delaware and Hudson:						
Union and Titusville:							Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884	....
Utica and Black River:							Delaware and Raritan (See Cam						
1st Mortgage, July 1888.....	150,000	7	Jan. & July.	New York.	1878	....	den and Amboy R.R.)						
Vermont Central:							Erie of Pennsylvania:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	81 1/2	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	....
2d Mortgage.....	1,500,000	7	"	"	1891	31	Bonds for interest prior to 1850.	161,960	7	"	"	1873	....
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	'76-'77	100	Lehigh Coal and Navigation:						
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	100	Mortgage Loan.....	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	91
Stanstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	81	Mortgage Loan.....	2,000,000	6	"	"	1897	93 1/2
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	....	90 1/2	Gold Loan.....	4,944,000	6	June & Dec.	"	1897	91
Vermont and Massachusetts:							Gold Loan.....	1,942,000	6	"	"	1894	96 1/2
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92 1/2	Convertible Loan.....	1,496,879	6	"	"	1877	96
Convertible tax free, bonds.....	200,000	7	"	"	1879	100	Monongahela Navigation:						
Vermont Valley (Vt. Central):							1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887	....
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	2d Mortgage.....	7,000	6	"	"	1875	....
1st Mortgage.....	114,000	6	"	Boston.	1860	....	Morris (and Banking):						
1st Mortgage.....	293,200	7	"	New York.	1859	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	95
Vicksburg and Meridian:							2d Mortgage.....	285,000	6	"	"	1876	91
General Mort., 1st series (red)...	722,500	7	Jan. & July.	Philadelphia.	1890	....	Boat Loan, sinking fund.....	236,965	7	"	"	1885	93
" " 2d series (blue).....	850,000	7	"	"	1890	....	Dividend Scrip.....	103,164	7	— & —	"	....	....
" " 3d series (black).....	154,000	7	"	"	1890	....	Pennsylvania:						
Guar. (not endorsed).....	1,273,000	7	April & Oct.	"	1890	....	1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	77
Special Loan.....	225,438	8	Jan. & July.	"	1880	....	Schuylkill Navigation:						
Vineyard:							1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.	1872	82
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	2d Mortgage.....	4,006,670	6	Jan. & July.	"	1882	80 1/2
Virginia & Tennessee (A.M. & O.):							Plain Bonds.....	171,354	6	— & —	"	1876	77
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	95	Improvement bonds.....	305,500	6	May & Nov.	"	1870	88
2d Mortgage.....	4,000	6	"	"	1869	79 1/2	Boat and Car Loan 1863.....	800,000	6	"	"	1888	77
3d Mortgage.....	990,000	6	"	"	1884	....	Boat and Car Loan 1864.....	623,650	7	— & —	"	1889	86
Income Mortgage.....	113,000	6	"	"	1866	....	Susquehanna (S. & Tide Water):						
4th Mortgage.....	846,000	8	"	"	1900	88	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	77 1/2
Registered Certificates.....	116,129	8	"	Richmond.	1880	....	2d Mortgage.....	700,000	6	"	"	1885	....
Interest Funding Bonds.....	204,200	8	"	New York.	1880	....	3d Mortgage stg.....	872,687	6	"	London.	1878	....
Wallkill Valley (20,000 per mile):							Tide-Water (Susq. & Tide-W.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894	....
Ware River (N. & N.):							2d Mortgage.....	300,000	6	"	"	1885	....
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	3d Mortgage.....	436,333	6	"	London.	1878	....
Warren (D. L. & W.):							Union:						
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	16
Warwick Valley (Erie):							West Branch and Susquehanna:						
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878	....
Washington and Ohio:							2d Mortgage.....	297,000	6	May & Nov.	"	1888	....
1st Mortgage 1868 for \$8,000,000.			May & Nov.	New York.	1898	....	3d Mortgage.....	13,000	6	"	"	1868	....
Watertown & Rome (R.W. & O.):							Wyoming Valley (Penna.):						
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	1st Mortgage, assumed by Pa...	600,000	6	Jan. & July.	Philadelphia.	1878	96 1/2
Sinking Fund.....	796,900	7	"	"	1880	....						
Westchester and Philadelphia:							MISCELLANEOUS.						
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	100	American Dock & Improvement:						
3d Mortgage (8s compromised)...	557,400	6	April & Oct.	"	1878	....	1st Mort. guar. by C. R. R. Co..	2,000,000	7	Jan. & July.	New York.	1886	100
Western Alabama:							Consolidated (Md.) Coal:						
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (before consol.)...	600,000	8	"	"	1888	....	Pennsylvania Coal:						
1st Mortgage (M. & W. Point R.R.)	750,000	8	Jan. & July.	"	1881	....	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Western (B. & Albany):							Long Dock:						
Sterling Bonds.....	1,619,520	6	April & Oct.	London.	1871	....	Mortgage Bonds, guaranteed ...	2,600,000	7	June & Dec.	New York.	1872	98
Albany Loan (A. & W. Stockb'dge)	600,000	6	Jan. & July.	Boston.	1876	....	Mariposa:						
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	98	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
Western Maryland:							2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	....
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	89	Quicksilver:						
2d Mortgage preferred.....	600,000	6	"	"	1890	77	1st Mortgage.....	500,000	7	June & Dec.	New York.	1873	....
Bonds endorsed by Balt.....	600,000	6	"	"	1890	95 1/2	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1879	....
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	96 1/2	Western Union:						
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....	1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
Western Pennsylvania (Penn.):							2d Mortgage.....	89,500	7	Jan. & July.	"	1873	....
1st Mortgage, (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1883	83							
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....						

Dec. 31, 1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "s."

3 Abstract of General Balance Sheet.										Value of Shares																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley		Pennsylvania		Schuylkill Valley																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate.	Paid.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	4	100	100
Atlantic and St. Lawrence* guar.	2,494,000	7	4	100	100
Baltimore and Ohio, pref.	3,000,000	7	4	100	100
Berkshire* guaranteed	600,000	7	4	100	100
Blossburg and Corning* guar.	250,000	7	4	100	100
Boston, Concord and Montreal, pref.	1,540,000	7	4	100	100
Buffalo, N. York and Erie, guar.	950,000	7	4	100	100
Camden and Atlantic, pref.	753,595	7	4	100	100
Catawissa* pref. and guar.	2,200,000	7	4	100	100
Cayuga and Susquehanna* guar.	589,110	7	4	100	100
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	4	100	100
Central Ohio, preferred	400,000	7	4	100	100
Chemung* guar.	380,000	7	4	100	100
Chesapeake, preferred	2,017,815	7	4	100	100
Chicago and Alton, pref.	2,425,400	7	4	100	100
Chicago, Iowa and Nebraska* guar.	2,600,000	7	4	100	100
Chicago and Northwestern, pref.	20,370,293	7	4	100	100
Cleveland and Mahoning* guar.	2,056,000	7	4	100	100
Cleveland and Toledo* guar.	6,250,000	7	4	100	100
Cocheco, preferred	177,750	7	4	100	100
Connecticut and Passumpsic Rivers, preferred	1,822,100	7	4	100	100
Cumberland Valley, 1st pref.	241,900	7	4	100	100
" 2d pref.	242,000	7	4	100	100
Delaware* guaranteed	594,261	7	4	100	100
Detroit & Milwaukee* preferred and guaranteed	1,600,000	7	4	100	100
Dubuque and Sioux City* preferred and guaranteed	1,988,170	7	4	100	100
Dubuque Southwestern, pref.	330,308	7	4	100	100
Eastern (N. H.)* guaranteed	492,560	7	4	100	100
Elmira, Jefferson and Canandaigua* guaranteed	500,000	7	4	100	100
Elmira and Williamsport* guar.	500,000	7	4	100	100
Elmira and Williamsport* preferred and guaranteed	500,000	7	4	100	100
Erie, preferred	8,536,910	7	4	100	100
Evansville and Crawfordville pref.	100,000	7	4	100	100
Hannibal and St. Joseph, pref.	5,078,224	7	4	100	100
Harrisburg and Lancaster* guar.	1,152,550	7	4	100	100
Houstonian, preferred	1,150,000	7	4	100	100
Huntingdon & Broad Top Mountain, preferred	190,750	7	4	100	100
Joliet and Chicago* guar.	1,500,000	7	4	100	100
Joliet and Northern Indiana* guar.	300,000	7	4	100	100
Lackawanna and Bloomsburg, pref.	500,000	7	4	100	100
Leds and Farmington* guar.	2,646,100	7	4	100	100
Little Schuylkill* guar.	848,700	7	4	100	100
Louisville, Cincinnati and Lexington preferred	6,586,135	7	4	100	100
Marietta and Cincinnati, 1st pref.	4,051,744	7	4	100	100
" 2d pref.	1,000,000	7	4	100	100
Manchester and Lawrence* guar.	586,800	7	4	100	100
Michigan Southern, guaranteed	323,375	7	4	100	100
Mill Creek and Mine Hill* guar.	9,744,268	7	4	100	100
Milwaukee and St. Paul, preferred	3,775,000	7	4	100	100
Mine Hill and Schuylkill Haven* guaranteed	282,250	7	4	100	100
Mount Carbon & Pt. Carbon* guar.	1,344,000	7	4	100	100
New Haven and Northampton*	1,500,000	7	4	100	100
New York and Harlem, pref.	1,000,000	7	4	100	100
Niagara Bridge and Canandaigua* guar.	1,000,000	7	4	100	100
North Eastern (B. C.) preferred	155,000	7	4	100	100
Ogdensburg and L. Champlain, pref.	1,037,000	7	4	100	100
Ohio and Mississippi, pref.	3,500,000	7	4	100	100
Pateron and Hudson, guar.	630,000	7	4	100	100
Pateron and Ramapo* guar.	248,000	7	4	100	100
Peoria and Bureau Valley* guar.	1,200,000	7	4	100	100
Philadelphia and Erie*	5,996,700	7	4	100	100
Philadelphia and Reading, pref.	1,551,800	7	4	100	100
Philadelphia and Trenton* guar.	1,099,720	7	4	100	100
Pittsfield and North Adams* guar.	450,000	7	4	100	100
Portl. & Kennebec (Yarmouth) guar.	202,000	7	4	100	100
Portland, Saco & Portsmouth* guar.	1,500,000	7	4	100	100
Portsmouth and Concord*	350,000	7	4	100	100
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	4	100	100
Rochester and Genesee Valley*	557,500	7	4	100	100
Rutland, preferred	7	7	4	100	100
St. Louis, Alton and T. H., pref.	2,040,000	7	4	100	100
Sandusky and Cincinnati, pref.	445,500	7	4	100	100
Schuylkill Valley* guar.	576,000	7	4	100	100
Shamokin Valley & Pottsville* guar.	869,450	7	4	100	100
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	4	100	100
" 2d pref.	1,300,000	7	4	100	100
Toledo, Wabash and Western, pref.	1,000,000	7	4	100	100
Troy and Greenbush* guar.	274,000	7	4	100	100
Vermont and Canada* guar.	2,500,000	7	4	100	100
Warren* guar.	1,408,300	7	4	100	100
White Mountains* guar.	200,000	7	4	100	100
Wrightsv. York & Gettysburg* pref.	317,060	7	4	100	100
CANAL STOCKS:					
Delaware Division* guar.	1,633,350	7	4	100	100
Morris, preferred	1,175,000	7	4	100	100
Schuylkill Navigation, pref.	2,888,997	7	4	100	100
Union, preferred	5	7	4	100	100
MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	5,774,400	7	4	100	100
Mariposa Mining, pref.	5	7	4	100	100

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per lb.; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 4¢; Scrap Wrought, 48¢ per ton.	
Pig, Scotch, No. 1.....per ton 45 @ 51 —	
Pig, American, No. 1.....@ 52 —	
Pig, American, No. 2.....@ 50 —	
Pig, American, Forge.....@ 48 —	
Bar, Refined, English and American.....@ 105 —	
Bar, Swedes, assorted sizes.....(gold) 85 @ 100 —	
Bar, Swedes.....(STORE PRICES) 125 @ 135 —	
Bar, Refined, 1 to 2 in. rd. & sq.—1 to 6 in. x 1 to 1 in.....110 @ — —	
Bar, Refined, 1½ to 6 by 1 & 5-16 & 2½ to 2½ rd. & sq.....115 @ — —	
Bar, Refined, 1 & 1½ by 1 & 5-16.....117 50 @ — —	
Large Round.....122 50 @ 127 50 —	
Scroll.....122 50 @ 152 50 —	
Ovals and Half-round.....127 50 @ 137 50 —	
Band.....@ 122 50 —	
Horse Shoe.....120 @ 130 —	
Rods, 1½ to 16 inch.....115 @ 155 —	
Hoop.....135 @ 177 50 —	
Nail Rod.....per lb. @ — 8 —	
Sheet, Russia, as to assortment.....(gold) @ — 19 —	
Sheet, Single D. and T. Common.....@ 74 @ — 74 —	
Sheet, Doubles and Trebles, Charcoal.....74 @ — 91 —	
Sheet, Galvanized.....List. 15 per ct. disc.	
Rolls, English.....(gold) per ton 72 50 @ 75 —	
Rolls, American, at Works in Penna. c'y. 82 @ — 87 50 —	
Anvils, (Eagle).....per lb. currency. @ 9 @ — —	
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)	
English, Cast, (2d and 1st quality).....per lb. @ 16 @ — 18 @	
English Spring (2d and 1st quality).....@ 7 @ — 10 @	
English Blister (2d and 1st quality).....@ 10 @ — 17 @	
English Machinery.....@ 11 @ — 13 @	
English German (2d and 1st quality).....@ 10 @ — 12 —	
American Blister.....@ — 12 —	
American, Cast, Tool.....15 @ — 16 —	
American, Spring.....9 @ — 11 —	
American Machinery.....10 @ — 11 —	
American German.....@ — 10 @	
NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45¢ per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)	
Cut, 10d. to 60d., Hook-head Brads, Fence-ing and Sheathing, 10d. to 60d. per 100 lb. — @ 5 75 —	
Cut, 8d. and 9d.....@ 6 25 —	
Cut, 6d. and 7d.....@ 6 25 —	
Cut, 4d. and 5d.....@ 6 50 —	
Cut, 3d.....@ 7 25 —	
Cut, 2d and 3d. Fine.....@ 8 — —	
Cut Spikes, all sizes.....@ 6 25 @ 7 75 —	
Cut, Finishing, Casings, Box, &c., 10d. to 3d. 7 25 @ 7 75 —	
Horse Shoe, Forged (No. 10 to 5).....per lb. @ 21 @ — 33 —	
Copper.....@ — 45 —	
Yellow Metal.....@ 30 @ — 32 —	
TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roof-ing, 25 per cent. ad val.	
Banca.....(gold) per lb. @ — 50 —	
Straits.....(gold) @ 38 @ — 39 —	
English.....(gold) @ 38 @ — 39 @	
Plates—Fair to good brands. — Gold. — Currency. —	
I. C. Charcoal.....per box 13 37 @ 13 50 15 @ 15 50 —	
I. C. Coke.....12 75 @ 12 50 13 75 @ 14 75 —	
Coke Terne.....10 50 @ 10 75 12 @ 12 50 —	
Charcoal Terne.....12 @ 13 — 14 @ 15 —	
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 48 gravity (in bulk).....13 @ — 13 @	
Crude, 40 @ 47 gravity (in shipping order).....@ — 17 @	
Refined, Standard White (in ship's order).....@ — 23 @	
Refined, S. W. (in jobbing lots).....@ — 24 @	
Refined, S. W. (in tin).....28 @ — 29 @	
Naphtha, Refined, (65 @ 73 gravity).....@ — 18 —	
Residuum.....per bbl. 4 @ — —	
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.	
Copper, New Sheathing, (over 12 oz.) per lb. — @ 43 —	
Copper, Bolts.....@ 45 —	
Copper, Braziers' (over 16 oz.).....@ 45 —	
Copper, Nails.....@ 45 —	
Copper, Old Sheathing, &c., mixed lots.....26 @ — 28 —	
Copper, Chile Pig.....@ 33 —	
Copper, American Ingot.....33 @ — 33 @	
Yellow Metal, New Sheathing and Bronze.....@ 30 —	
Yellow Metal, Bolts.....@ 32 —	
Yellow Metal, Nails.....30 @ — 32 —	
LEAD—DUTY: Pig, 2¢ per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish.....(gold) per 100 lb. 6 50 @ 6 62 @	
German.....(gold) 6 50 @ 6 62 @	
English.....(gold) 6 62 @ 7 12 @	
Bar.....@ 8 75 —	
Pipe.....@ 11 —	
Sheet.....@ 11 —	
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5¢ pr. lb.	
COAL—DUTY: Bituminous, \$1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 50 lb. to the bushel.	
Newcastle Gas.....per ton of 2240 lb. — @ 8 —	
Liverpool Gas Cannel.....@ 12 —	
Liverpool House Cannel.....@ 17 —	
Anthracite.....per ton of 2,000 lb. 4 @ — 5 —	

New York Stock Exchange.

Actual Sale Prices for the week ending June 5.

	Th. 30.	F. 31.	Sat. 1.	M. 3.	Tu. 4.	W. 5.
Canton Co.....		93½	94	96	97½	
Central Pacific 6s.....	104½	104½	104½	104½	104½	
Central of N. Jersey.....	108	108½	110½	110	110	
Chicago & Alton.....	116½		117	116½	116½	
.. pref.....						
.. 1 M.....				106½		
.. S. F.....						
.. Inc. bds.....						
Chicago, Burl. & Q.....	131	132½	130			130½
.. 8s, 1883.....						
Chic. & Northwestern 73½	74½	74½	75	74½	74½	
.. pref.....	93½	94½	94½	94½	94½	
.. 1st M.....	101	101				
.. S. F.....						
.. Consol.....						
Chic. Rock Isl. & Pac. 110½	110½	111½	111½	111	111	
Chl., R. I. & Pa. 7s, 1896.....	104½	104½	104½			104½
Clev., Col., C. and Ind.....		92½	92½			93
Clev. & Pittsburg guar.....	91	90½	91½	91½	91	
.. 2 M.....						
.. 3 M.....	98					
.. 4 M.....						
Clev. and Toledo.....						
.. S. F. 7s.....	37½	37½	38½	38½	38½	
Col., Chl., & Ind. C.....	37½	37½	38½	38½	38½	
.. 1 M.....	90½	90½				90½
.. 2 M.....						
Del. & Hudson Canal.....		120		120	120	
Del. Lack. & Western.....	106½	107	107½	107½	107½	
.. 1 M. 7s.....	101					
.. 2 M. 7s.....						
Dubuque & Sioux City.....	65½	63	63½	65½	65½	62½
Erie Railway.....		84	84½			
.. 1 M. 7s, 1897.....						
.. 2 M. 7s, 1879.....						
.. 3 M. 7s, 1883.....	100		100			98
.. 4 M. 7s, 1880 95.....						
.. 5 M. 7s, 1888.....						
Great Western 2d mort.....			89			
Hannibal & St. Joseph, 41	39½	41	41½			41
.. pref.....						
.. 8s, conv.....						
Hudson River.....						
.. 2 M. S. F.....						106½
.. 3 M. 7s, 1875.....						
Illinois Central.....						
.. bonds.....						
Lake Shore & Mich. S. F. 95½	95½	96½	96½	96½	96½	96
Lake Shore Div. bonds 96						
Marietta & Cin. 1st pref.....	27½	27½	28			
.. 2d pref.....						
Michigan Central.....	118	119				
.. S. F. 8s, 1882.....						
M. S. and N. I. 1 M. S. F. 102½	102					
.. 2 M.....		98		98½		98
Mariposa Mining Co.....						
.. pref.....						
Milw. and St. Paul.....	57½	57½	57½		56½	
.. pref.....					78½	
.. 1st mort.....	95	95	95	95	95	
.. 2d mort.....						
.. 8s.....	108½					
.. 7 3-10s con.....				98		
Missouri 6s.....	96½	96½				97
.. H. & St. J. 1s.....	93½					
Morris and Essex.....	94½		95			95
.. 1st mort.....	103					104
.. 2d mort.....				99½		
New York Central.....						
.. 7s, S. F. 1876.....						
.. 6s, S. F. 1883.....						
.. 6s, S. F. 1887.....						
N. Y. Cen. & Hud. Riv. 96½	97	97½	97½	97½	97½	97½
.. certificates.....	93½	94½	95	94½	95½	95½
N. York and Harlem.....	123	122	122	120½	121½	122
.. pref.....						
.. 1 M. 7s, 1873.....					30½	
N. Carolina 6s, old.....	65	30½	30½	30½	30½	
.. new.....					20½	
Ohio and Miss.....	46½	47	47½	47½	47½	47½
.. pref.....				74½		
.. 1st M.....						
Pacific Mail S. S. Co.....	74½	75½	75½	75½	75½	75½
Panama.....	115	118½	114	118		118
Phila. and Reading.....						
Pitts., Ft. W. & Chl. gtd. 98	98½	98		106	106	
.. 1 M.....						
.. 2 M.....		101½			101½	
.. 3 M.....						
Quicksilver Mining Co., 34	33½	34½	36½	36½	36½	35½
St. L., Alton & T. H.....						
.. pref.....						
.. 1 M.....						
.. 2 M. pref.....						
.. Income bds.....			82			
Tennessee 6s, old.....	72½	72½	72½		72½	72
.. new.....	72½	72½	72½			
Tol., Wab. & Western.....	75½	75½	76½	76½	76½	77
.. pref.....						
.. 1 M.....		98				
.. 2 M.....			93			
.. Equipment.....						
.. St. Lou. Div.....	92½	92½			94	93½
Union Pacific.....	93	93	93	93½	93½	94
.. 1st mort.....	99	99	93	93	93	94
.. L. Gt. 7s.....	80½	80½	81	81	81	81½
.. Inc. 10s.....	8½	86½		86½		86
Virginia 6s, old.....						
.. new.....						64
.. consol.....	56					56
.. def. cert.....						14

Boston Stock Exchange.

Actual Sale Prices for the week ending June 5.

Th.30. F 31. Sat.1. M.3. Tu.4. W.5

Boston and Albany	149	149	.....	149	149
Boston and Lowell .....	.....	144	.....	.....	.....
Boston and Maine.....	140½	140½	140½	.....	141
Boston and Providence.....	152	.....	152½	.....	151
Boston, Hartford & Erie.....	.....	.....	.....	6½	.....
7½, new	44	.....	44½	45½	44
Cheshire, pref. ....	.....	.....	.....	84	.....
Chl. Burl. & Quincy.....	.....	130½	.....	.....	132
Concord .....	.....	.....	.....	.....	.....
Connecticut River.....	.....	141½	.....	.....	.....
Eastern	103	.....	103½	104	104
Fitchburg .....	.....	138½	.....	.....	138
Manchester & Lawrence.....	.....	.....	.....	.....	.....
Michigan Central.....	119	119	119½	119½	119
Northern, N. H. ....	.....	.....	.....	.....	.....
Ogdens & Lake Champlain.....	.....	89	89	89½	.....
" pref. ....	.....	.....	.....	.....	104
Old Colony & Newport.....	.....	112½	112½	.....	112
Ph., Wtl. & Baltimore.....	.....	87½	.....	56½	56
Portland, Saco & Portland.....	.....	.....	.....	.....	138
Union Pacific .....	.....	.....	.....	.....	.....
" 6s.	90½	.....	90½	91	.....
" Land Grant 7½.....	.....	79	80	.....	.....
" Income 10s.....	83½	.....	.....	83½	.....
Vermont & Canada.....	94½	94½	94½	95	94
Vermont & Mass.	81½	.....	.....	.....	.....
South Boston (Horse).....	71½	.....	.....	.....	.....
Cambridge .....	.....	.....	.....	104	.....
Metropolitan	73	.....	72½	72½	73
Middlesex .....	.....	.....	.....	.....	.....
Central Mining Co.....	.....	.....	37	.....	.....
Copper Falls .....	.....	14	.....	.....	14
Franklin .....	.....	9½	9½	.....	.....
National .....	.....	.....	.....	.....	.....
Pewabic	11½	.....	.....	.....	.....
Quincy .....	.....	.....	.....	.....	.....

Closing Prices.	
May 24.	May 17.

Al. & Gt. W. N. Y. sec. 7 per ct			
1st mort., 1880.....	74	77	74 - 77
Do. do, 2d mort. 1881.....	62	65	62 - 65
Do. Penn., 1st mort., 1877.....	394	404	40 - 41
Do. do, 2d mort., 1882.....	99	102	96 - 101
Do. Consul. 7 per cent. mort. 1890.....	884	894	884 - 894
Detroit and Milwaukee 1st mort. 7s.....	75	77	75 - 77
Do. 2d mort. 8 p. c.....	75	80	75 - 80
Erie shares 100 dol. all paid.....	544	554	544 - 554
Do. sterlg. 6 p. c. convertible bonds 90.....	90	92	88 - 92
Illinois Central, 6 per cent., 1875.....	544	554	544 - 554
Do. Redemption mort. bonds 6 p. c. 110.....	102	102	99 - 101
Do. 100 dol. shares, all paid.....	110	111	109 - 110
Marietta and Cincinnati 7s.....	82	85	82 - 85
Michigan Central 8s, conv. 1869.....	90	100	90 - 100
Panama 2d mort. 7s, 1872.....	-	-	-
Panama General mort. 7s, 1897.....	89	91	87 - 89
Penn. R. R. bonds, 2d mort. 6 per ct.....	99	101	99 - 101
Do. General mort. 6 p. c. 1910.....	96	97	96 - 97
Do. \$50 shares.....	46	48	-
Philadelphia and Erie 1st mort. 1881.....	96	98	96 - 98
Do. with option to be paid in Phila.....	96	98	96 - 98

Saturday, June 8, 1872.

The offerings of Money have been gaining on the demand for accommodation, giving borrowers the advantage as to rates, which have been quoted at from 5@7, generally 6@7 per cent. on call, and 6@8 per cent. per annum, in the discount line. The inquiry for aid, from speculative sources, has been less urgent, especially in view of the tamer movement at the Stock and Gold Boards. There has been a freer currency for strictly prime to good commercial paper within our quoted range. The city banks have added largely to the reserve of legal tender notes, and have also enlarged their specie average. Their deposit line has been materially increased. The loan and discount item shows a considerable addition. The U. S. Sub-Treasury office reduced its coin balance nearly 3½ millions and enlarged its currency nearly a fourth of a million. The city banks added to their loan and discount average nearly 1½ millions during the week, and again reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of \$4,749,301, and a coin reserve of \$51,786,365.

Government revenues yielded moderately in the line of excises, during the week, but were much lighter, in the customs form. The excises yielded within the week about 2¼ millions, and thus far since July 1, 1871, \$118,899,678. The customs at the port of New York last week were \$1,562,427; at the outports, equal to about \$550,000 all in coin, or coin certificates.

Gold has been in fairly active demand, chiefly

on speculative account and for export purposes, at firmer prices. The customs drain has been quite moderate.

The range of the price during the week has been from 113 $\frac{3}{4}$ @114 $\frac{3}{4}$ and the closing quotation on Wednesday was 114 $\frac{3}{4}$ against 114 $\frac{1}{2}$ the preceding Wednesday. The specie outflow, last week, was \$4,243,064. The Gold Exchange Bank clearances have averaged about 81 $\frac{3}{4}$ millions per day during the week.

The customs demand for Gold last week, averaged \$289,884 a day; thus far, this week, it has averaged \$297,500 a day, or equal to a weekly aggregate of \$1,785,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$21,957, and since Jan. 1, 1872, \$706,126, against \$3,048,880 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been \$146,414,424 against \$187,779,659 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to June 1, 1872, \$74,938,455, against \$84,014,739 same time in 1870-'71.

The export drain of specie was \$4,243,064 last week, against \$2,038,500 same week preceding year. The shipments since July 1, 1871, have been \$49,725,796 against \$75,691,673 same time in 1870-'71.

Foreign Exchange has been quoted stronger, on a moderate offering and fair inquiry for prime bills. Bankers' sixty day bills on London closed on Wednesday at 109 $\frac{3}{4}$ @109 $\frac{3}{4}$; sight bills on London, 110 $\frac{1}{2}$ @110 $\frac{1}{2}$.

The produce exports from this port, week ending with June 4, were to the currency value of \$3,831,742.

The outstanding circulation of United States currency on the 1st inst. was \$400,725,816 in all forms.

Government securities have been decidedly stronger in price, on limited offerings of bonds of the favorite issues, and a more confident investment inquiry. The public debt statement for June 1, shows a further liquidation of \$4,226,062 in May. On Wednesday, Government bought in \$825,950 of Five-Twenties at 114 30@114 49 out of an aggregate offering of only \$1,860,450.

U. S. sixes of 1881 closed here on Wednesday of the current week at 120 $\frac{1}{4}$ @120 $\frac{1}{4}$; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 114 $\frac{3}{4}$ @115; U. S. Five-Twenties of 1864 at 114 $\frac{3}{4}$ @115; U. S. Five-Twenties of 1865, 115 $\frac{3}{4}$ @115 $\frac{3}{4}$; U. S. Five-Twenties of 1865 consolidated, 117 $\frac{1}{4}$ @117 $\frac{1}{4}$; U. S. Five-Twenties of 1867, 117 $\frac{1}{4}$ @118; U. S. Five-Twenties of 1868, 117 $\frac{1}{4}$ @118 U. S. Ten-forties at 112 $\frac{3}{4}$ @112 $\frac{3}{4}$; U. S. Fives of 1881 (Funding Loan) 113 $\frac{1}{4}$ @113 $\frac{1}{4}$; Six per cent. currency bonds, 114 $\frac{3}{4}$ @117 $\frac{1}{4}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 22.	May 29.	June 5.
Consols	93 $\frac{3}{4}$	93 $\frac{3}{4}$	92 $\frac{1}{2}$
U. S. 5-20's of 1862...	90 $\frac{1}{4}$	90 $\frac{1}{4}$	90 $\frac{1}{4}$
U. S. 5-20's, 1865....	91 $\frac{1}{4}$	91 $\frac{1}{4}$	91 $\frac{1}{4}$
" 1867	93 $\frac{1}{4}$	93 $\frac{1}{4}$	93 $\frac{1}{4}$
" 10-40s	89 $\frac{1}{4}$	89 $\frac{1}{4}$	89 $\frac{1}{4}$
New Fives of 1881...	89 $\frac{1}{4}$	—	89 $\frac{1}{4}$
Erie	—	—	50 $\frac{1}{8}$

State bonds have been in less confident demand

closing heavily as to price, particularly in the instances of Southern State obligations.

The better class of Railway mortgages have been in good request for investment purposes at rising prices for the older issues, which have been quite scarce. The inquiry for Central Pacific Sixes has been moderate at the advanced figure of 105@105 $\frac{1}{4}$; The very favorable exhibit for May of the earnings of the road tended to stimulate purchase of the bonds. Chesapeake and Ohio have been more sought after at 94 per cent. and accrued interest.

The Central Pacific Railroad earned \$1,221,625 in May, against \$892,341 in May 1871, showing an increase of \$329,284 in May this year. The earnings of the road for the first five months of the current year were \$4,212,647 against \$3,249,706 same time last year, and \$2,698,090, in the corresponding period of 1870.

Railway and Miscellaneous share property, has been moderately active, with prices quoted irregular, closing less buoyantly.

In the Metal line, there has been a moderate business reported in Ingot Copper at easier prices; sales 600,000 lbs. at 33c., cash, and 33c.@33 $\frac{1}{2}$ c. for forward delivery. Pig Iron has been held with more firmness, but has been quiet, with Glengarnock, quoted at \$50, here, and \$48@49, to arrive, and American as before. Iron Rails steady, but not active. Lead, Spelter and Zinc, dull at old quotations. Pig-Tin dull, and weak at 37 $\frac{1}{2}$ c.@38c., gold, for Straits, on increasing offerings. Tin Plates very quiet, and tending downward: sales, 500 boxes Charcoal Plates at \$13 25, gold, and 500 boxes Charcoal Terne at \$11 75, gold, per box.

General business has been on a restricted scale in most kinds of domestic produce. Breadstuffs, and Provisions favored buyers. Naval Stores, lower. Middling upland cotton closed on Wednesday at 27 $\frac{1}{4}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,626,211 bales, against 3,792,230 bales same time in the preceding year; exports 1,864,418 bales against 2,945,476 bales in the previous year; stock at the ports at latest dates, 206,869 bales against 392,717 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair demand at 10@13 $\frac{1}{2}$ cts.; Veals at 5 $\frac{1}{4}$ @8 $\frac{3}{4}$ cts.; Sheep in less request at 6@8 $\frac{1}{2}$; Lambs 10@14 cts.; Swine, at 4 $\frac{1}{4}$ @4 $\frac{3}{4}$ cts. per lb., all live weight. The week's receipts were 8,033 Beeves, 2,074 Veal Calves, 19,740 Sheep and Lambs; and 48,936 Swine.

Trade in foreign goods, has been quite tame, with values quoted less firm. The week's imports of foreign goods reached the amount of \$12,235,782 including \$2,423,108 of dry goods.

Ocean freights have been quite active, and rates have been quoted higher, especially for Grain, and Provisions on a restricted supply for room.

At the meeting of the directors of the Baltimore and Ohio Railroad Company, held on the 18th ultimo, it was resolved, upon authority granted by Acts of the Legislatures of Maryland, West Virginia and Pennsylvania, to issue bonds, negotiable in Great Britain, for a loan amounting to two million pounds sterling, or nearly \$10,000,000 United States money. The bonds are to be in sums of \$100 each, and to bear 6 per cent. inter-

est from March 1st, 1872, and are payable in twenty years after that date, the interests to be paid semi-annually. The entire line of road of the Baltimore and Ohio Company, from Baltimore to Wheeling, including branches, is mortgaged for payment of the bonds, and Messrs. John W. Garrett and Johns Hopkins, of Baltimore, and James Tinker, of New York, are named as trustees.

A similar mortgage, for one million pounds sterling, or nearly \$5,000,000 United States money, is given by the Pittsburg and Connellsville Railroad Company, and names Messrs. Robert T. Baldwin, Charles J. Baker and William Keyser, trustees. This loan is to be in 5,000 bonds, of \$1,000 each, payable in thirty years, from the 13th day of April, 1872, with 6 per cent. interest, payable semi-annually, same as above. The amount of \$5,000,000 hereby provided for is made up of \$2,000,000 due the city of Baltimore, \$1,000,000 due the Baltimore and Ohio Railroad Company, while the remaining \$2,000,000, which is the only really new loan, is to be used in laying double track, extending the equipment, etc., on the road.

The National Gold Bank and Trust Company of San Francisco has been authorized to commence business with a capital of one million dollars.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Missouri, Kansas and Texas R. R., 35 $\frac{3}{4}$; Boston, Hartford and Erie, R. R., 7 $\frac{3}{4}$; do. 1st mort., 45; Cedar Falls and Minnesota 1st mort., 86; Ohio and Miss. 2d mort., 89; do. consol., 98; Gt. Western 1st mort. 1888, 97; Albany and Susq. R. R., 95; do. 1st mort., 103; do. 2d mort., 97 $\frac{1}{2}$; Cincinnati, Lafayette and Chicago 1st mort., 82; North Missouri 1st mort., 96; East Tenn., Va. and Ga. 1st mort., 94 $\frac{3}{4}$; Milwaukee and St. Paul 1st mort. Iowa div., 91; New Jersey Southern R. R., 30; do. 1st mort., 81 $\frac{1}{2}$; St. Louis, Kansas City and Northern pref., 77 $\frac{1}{4}$; New York and New Haven R. R. 147; do. 6s, 98; Central of New Jersey 1st mort., new, 105; do. scrip, 105 $\frac{3}{8}$; St. Louis, Jacksonville and Chicago 1st mort., 94; Cleveland, Painesv. and Ash, old, 99 $\frac{1}{2}$; St. Louis and Iron Mt. R. R., 102 $\frac{1}{2}$; do. 1st mort., 98 $\frac{1}{2}$; Toledo, Peoria and Warsaw 2d mort., 84 $\frac{3}{4}$; Toledo, Wabash and Western consol., 92; Brooklyn 6s, W. L., 97; Jersey City W. L., 92 $\frac{1}{4}$; Western Union Tel., 75 $\frac{1}{2}$; Quicksilver pref., 45; U. S. Exp., 85 $\frac{1}{2}$; Am. Mer. Union Exp., 79 $\frac{1}{4}$; Wells Fargo Exp., 92; Adams Exp., 96; Lake Shore and Michigan Southern scrip, 92 $\frac{3}{8}$; New York State 7s, B. L. reg., 109; do. 6s, 1872, 104 $\frac{1}{2}$; Atlantic Mail S. S. Co., 29; Georgia 7s, 89; Arkansas 6s, Fund Act, 57; do. 7s, issued to L. R. and Ft. S. R. R., 55; do. issued to M., O. and R. R. R. R., 43; South Carolina 6s, new, Jan. and July, 34 $\frac{3}{8}$; do. Apl. and Oct., 32; do. 7s, 1888, 38 $\frac{1}{2}$; North Carolina 6s, old, issued to N. C. R. R., 42; Texas 10s, 1876, 85 $\frac{1}{2}$; Consol. Coal of Md., 45 $\frac{1}{2}$; Cumberland Coal and Iron, 73; Mariposa Tr. Cer., 15; N. J. Central Land and Imp. Co., 76.

Philadelphia.—Schuylkill Nav. 6s, 1895, 79 $\frac{3}{4}$; do. 6s, Boat Loan, 77; do. 7s, Boat Loan, 85; Lehigh Valley 7s, new, 105 $\frac{3}{4}$; Philadelphia and Reading 7s, 1893, 101 $\frac{1}{2}$; do. 6s, 1880, 98; Pennsylvania Canal 6s, 77; Allegheny Valley 7 3-10s, 96; Perkiomen R. R. bonds, 85; Catawissa 7s, new, 99; Danville, Hazleton and Wilkesbarre 7s,

85½; Morris Canal 1st mort., 95; Sunbury and Lewis, 7s, 95; Wilmington and Reading 7s, 99; Belvidere Delaware 3d mort., 83; Connecting R. R. bonds, 87¾; Pennsylvania and New York Canal 7s, 96; Nequehoning R. R. 56; Camden and Atlantic R. R., 30; do. pref., 40; Huntingdon and Broad Top Mt. pref., 13; Pittsburg 5s, 76¼; Allegheny Co. 5s, 78½. The latest quotations are; City 6s, 95@96; do. free of tax, 99½@100¼; Pennsylvania State 6s, W. L. 101@101; do. 1st series, 102½@—; do. 2d series, 105@106; do. 3d series, 108@—; Philadelphia and Reading, 60@60½; do. mort. 7s, 1898, 101¾@101¾; do. mort. 6s, 1880, 97@—; Camden and Amboy, 126¾@127; do. mort. 6s, 1889, 94¼@—; do. 1883, 91¾@92; do. 1889, 88@90; Pennsylvania R.R., 59@59½; do. 1st mort., 101½@101½; do. 2d mort., 97½@98; do. General mort. coupon, 94¾@95¼; do. reg., 94@94¼; Little Schuylkill R.R., 47½@47¾; Morris Canal, 50@51; do. pref., 125@125; do. 6s, 94@96; Susquehanna Canal, 8@—; do. 6s, 78@80; Schuylkill Nav., 7½@8; do. pref., 15@15½; do. 6s 1882, 80@80; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 95½@—; do. 5s, 58@60; Lehigh Coal and Navigation, 44@44¼; do. 6s, 1884, 91@91; do. R. R. Loan, 93½@94¼; do. Gold Loan, 95½@96; North Pennsylvania 50½@51; do. 6s, 102@102½; do. 7s, 96¾@97; do. Chatte 10s, 110@116; Philadelphia and Erie, 28@28¼; do. 6s, 89¾@90; Minehill, 54@54; Catawissa, 17@18¼; do. pref., 45@45½; Lehigh Valley, 59¾@59¾; do. 6s, new coupon, 96@—; do. reg., 96@—; do. 7s, 105½@105¾; Fifth and Sixth streets, (horse,) 46@47; Second and Third, 64@67; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 33@34; Green and Coates, 47@47; Chestnut and Walnut, 57½@58½; Hestonville, —@19; Union, 75@—; Germantown, 35@37.

Boston.—Stanstead, Shefford and Chambly 7s, 81; Cincinnati, Sandusky and Cleveland R. R., 23¼; do. 7s, 84¼; Boston and Lowell 6s, 1879, 97; Boston and Albany 7s, 1892, 106¾; Michigan Central 7s, 1892, 101¼; Atchison, Topeka and Santa Fe 1st mort. 7s, 1900, gold, 81½; Agricultural Branch 6s, 1884, 85¼; Cheshire R. R. 6s, 1875, 94¾; do. 1877, 93; do. 1880, 91½; Vermont Central 2d mort., 81; Eastern R. R. 7s, new, 104½; do. 6s, 1874, 98¾; Connecticut Western 7s, 1900, 87; Missouri River, Fort Scott and Gulf 1st mort. 10s, 1899, 93¾; Omaha and Southwestern R. R. 8s, 92½; Portsmouth, Gt. Falls and Conway R. R., 94; Rutland scrip, 80; Burlington and Missouri River R. R., 112½; Rutland pref., 63; Waverly Land, 8½; Boston Water Power Co., 53; Cary Imp., 13; Brookline Land, 7; New Hampshire 6s, 1894, 100; Boston 5s, 1878, gold, 97¼; do. 1886, ind., 97¼; Louisville 6s, 1884, 82; Lynn 6s, 1891, 98¾; Bath 6s, 1891, 90¼; Springfield, Ills., 10s, 1881, 107; St. Louis 6s, 1887, 90¾; Chicago 7s, school loan, 98¾; Charlestown 6s, 1892, 99¾; Lowell 6s, 1890, 98¾; Portland 6s, 1887, 95¾; Cincinnati 7s, 1892, 103½; Fall River 6s, 100; Albany 6s, 1891, 93¾; Allouez Mining Co., 10½; Calumet and Hecla, 153; International, Silver, 5¼; Pontiac, 1; Ridge, 11; Shuniah, Silver, 9½.

Baltimore.—Atlantic and Gulf 7s, 77; Orange, Alexandria and Manassas 7s, 84¾; Northern Central 6s, 1900, gold, 96; Western Maryland 3d mort. guar., 96½; do. 2d mort. pref., 77; do. 1st

mort. unindorsed 89; Central Ohio 1st mort., 87; Richmond and Danville 1st mort., 78¾; Wilmington and Weldon 7s, 95; Wilmington, Col. and Aug. 7s, 81; Virginia consol. 6s, reg., 50; Memphis City 6s, 56; Maryland Defense 6s, 106; George's Creek Coal, 90; Atlantic Coal 1.20. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 96½@96½; Baltimore and Ohio, 150¾@152; do., pref., 100½@—; do., 6s, 1875, 98½@—; do., 1880, 97@—; do., 1885, 97@—; Parkersburg Branch, 12@15; Northern Central 88½@88½; do. 6s, 1885, 94½@96; do., 1900, 87½@88½; do., 6s, 1900, gold, 95¾@96¼; N. W. Va. 1st mort., 99½@100; do., 2d mort., 99@99½; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 98¾@98¾; do., 2d mort., 7s, 89½@89½; do., 3d mort., 8s, 83¾@84½; Central Ohio, 33½@35½; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 87½@90; do. 1st mort. guar., 96@97; do., 2d mort. guar., 95@—; do., 3d mort. guar., 96½@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds, 78@80; Orange and Alexandria 1st mort. 6s, 91@94; do., 2d mort. 6s, 83@87; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 85@85; Orange, Alex. and Manassas 7s, 84¾@85; Virginia and Tennessee 6s, 1st mort., 95@100; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 90@95; Baltimore 6s, 1875, 99¾@100; do., 1884, 99¾@100; do. 1886, 100½@100½; do., 1890, 100@100½; do., 1893, exempt, 99½@—; do., 1900, exempt, 99¾@100; Memphis City 6s, 55¾@56¼; Maryland 6s, 1890, 98@100; do. Defense Loan, 1883, 105@106½; City Passenger R. R., 24½@25; George's Creek Coal, 85@90; Atlantic Coal, 1.10@1.25.

HARVEY FISK.

A. S. HATCH.

FISK & HATCH, Bankers,
No. 5 Nassau-st., New York.

The **CHESAPEAKE AND OHIO RAILROAD**, connecting tide-water ports with the principal cities of the Western States, is now nearly completed and will soon be in thorough operation as one of the great Trunk lines of the country.

Among the *New York Directors of the Company* are

A. A. Low, WM. H. ASPINWALL,
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President, C. P. HUNTINGTON.

Trustees for the Bondholders,

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We have for sale on behalf of the Company, the remainder of their **SIX PER CENT. BONDS**, secured by mortgage on the whole railroad line, equipment, franchises, &c., worth \$30,000,000. Principal redeemable, in coin, 1899; interest payable also in Gold, May and November. Denominations \$1,000, \$500, and \$100. Coupon or Registered. Price, 94 and accrued interest. Full information furnished on application.

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THE

St. Joseph & Denver City RAILROAD COMPANY'S First Mortgage Bonds

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Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO., BANKERS, NO. 11 WALL STREET.

The estimated earnings of the Erie Railway for the week ending May 31, 1872, were \$436,099; against \$374,208 for the corresponding period of 1871—an increase of \$61,891. Total earnings since April 1, 1872, \$3,325,809—an increase over the same time in 1871 of \$628,482.

GEO. W. CRAM, of Norwalk, Conn., has taken the contract for building the Peterboro' Railroad of New Hampshire, and will receive proposals at Wilton, N. H., for the graduation, rock work, etc., on the same.

The Erie Railway Company has declared a dividend from the earnings of the road for the current six months of 3½ per cent on the preferred stock, payable July 15.

W. BAILEY LANG & Co., 54 Cliff St., this city, have for sale Rails of superior quality made by the Park Gate Iron Co., of Rotherham, Eng.

The Panama Railroad Company will pay a dividend of 2½ per cent. July 1, out of the earnings of the past three months.

D. W. Parker has been elected Superintendent of the Iowa Division of the Illinois Central railroad, in place of J. P. Farley, resigned.

The Coal and Iron Resources of Virginia.

The great Alleghany coal field is beyond all comparison the richest in the world. It consists of the mountain range between the Mississippi Valley and the Atlantic coast, and following the configuration of our continent almost due north and south. It comprises an area of 55,000 square miles, equal to the entire territorial extent of the States of New York and New Jersey. It extends along the Alleghany mountains, through the States of Pennsylvania, Ohio, Maryland, Virginia, West Virginia, Kentucky, Tennessee, Georgia and Alabama. The coal seams are of varying richness and extent in these States, but those included in Virginia and West Virginia, though only one third of the whole, surpass all the others in value and importance. Scientific research shows that the coal supply of England is limited, and that at the ratio of consumption of the last fifty years, they must be exhausted within a couple of hundred years. But it is calculated that the coal and iron fields of the Virginias alone can supply all the demands of our entire continent, and with a population increased a hundred fold, through all generations. The supply is apparently limited to the capacity of man to develop and realize the incalculable wealth that nature has stored up for his comfort and enjoyment.

To add to the value and importance of this inexhaustible supply of commodities that are of all others the most necessary and conducive to civilization and progress, the richest and most valuable portion of it is so situated as to be the most accessible in the world. The solid mountain of coal is cleft from its summit to its base, and all rich seams varying from two to fourteen feet in extent are disclosed and opened to human industry. Nor is this all. The bases of these seams are washed by navigable streams which afford a natural means for the transportation of the mineral treasures that stand revealed in the strata, which are above the surface level of the earth in place of being miles below it as in England. On a very moderate estimate it is calculated that in the comparatively small belt washed by the Great Kanawha river and its tributaries—the Gauley, New River, Elk and Coal rivers—there is a supply of thirty-four thousand millions of tons above the water level. This magnificent coal belt, undoubtedly the richest in the world, is divided diagonally and almost in two equal parts so as to be equally open to the markets of the Mississippi valley and the Atlantic seaboard.

The coal of the Kanawha Valley consists of three kinds known to commerce—Cannel, Splint and Bituminous. Of these the Cannel is equal to the best Scotch Cannel, and is so rich in mineral oils that it yields sixty gallons to the ton and it only costs \$2 50 per ton to mine the coal and extract the oil, which at, say, 10 cents per gallon would yield a profit of \$3 50 for an outlay of only \$2 50. These figures show that the business of extracting oil is destined to become an important branch of industry in the Kanawha district. The Bituminous coal is equal to the best found in Pennsylvania; and the Splint coal is especially valuable for iron smelting on account of its freedom from sulphur and other impurities. What is of especial importance is the fact that this coal is situated centrally to the great natural highways of commerce in our country, and is almost equally accessible to all the great places of consumption. The coal supply in the Kanawha division of the great Alleghany coal bed is ten times larger than the entire coal fields of Great Britain.

But if Virginia has the best, richest, and most easily accessible coal fields in the world, it has also in immediate proximity the richest iron beds on the continent. On the eastern edge of the great Alleghany coal range there is an inexhaustible supply of iron ore, lying like the coal fields, within the area of water transportation. These ores are a continuation of the formation that constitute the chief iron-producing regions in Pennsylvania, New York, Lake Superior, Iron Mountain, and Pilot Knob in Missouri, and extend along the Blue Ridge from Harper's Ferry to Bristol. The oxides are unsurpassed in richness and qual-

ity, and are singularly free from impurities. The New River, which constitutes the chief source of the Great Kanawha cuts through successive ranges of these mineral deposits, and renders them as accessible as the coal ranges to human industry. Of course the seams are of variable quality and quantity; but it is an important fact that the richest of them—yielding 60 per cent of metal in the furnace—are on the surface. For fifty miles the New River runs through a limestone country, abounding in iron and lead. In fine, for richness, variety and economy of production and transportation, the coal and iron beds of Virginia and West Virginia must be regarded as the most valuable in the world.

It will be seen that the proximity of the coal and iron fields and their perfect accessibility by means of railroad and water communications constitute advantages which must in due time render Virginia and West Virginia the centre of a vast manufacturing industry. The future great iron furnaces of our continent will be located in the Kanawha valley. Their establishment must exercise an important influence on the future of the State. Heretofore, these treasures have been virtually sealed both to Virginia and the world. But the completion of the Chesapeake and Ohio Railroad, a few months hence, will open them to the millions of consumers both in the East and West. This railroad penetrates the richest mineral regions in the Virginias. It follows the passage way which nature herself has made between the Ohio valley and the Atlantic. The New River seems to plunge madly into the very heart of the iron mountains, and literally forces its way for itself through the solid rocks. On either side of the mad foaming torrent the tall mountains rise almost perpendicularly in grandeur to the skies. In the clefts of these mountains and just above the foaming torrent within reach of its spray, a passage is cut for the Chesapeake and Ohio Railroad. In some places the grading affords the grandest triumphs of engineering science on our continent, and presents another remarkable evidence of the human genius and perseverance that seem to conquer impossibilities. The Chesapeake and Ohio passes through a region heretofore regarded as inaccessible, and brings within reach of human needs the stores that have been treasured through all time in the most valuable mineral deposits on our continent.—*Daily Bulletin.*

The Production of Iron.

We give below the admirable address of Mr. ABRAM S. HEWITT delivered at the quarterly meeting of the American Institute of Mining Engineers recently held in this city:

Mr. President and Fellow Members of the American Institute of Mining Engineers:—To me is assigned the honor of bidding you welcome to the City of New York, on this, the occasion of our first annual meeting, and I am sure that you will find yourselves made welcome by all who have the honor and prosperity of the city at heart. For New York, although far from being the cherished home of science and art, comprehends that its growth and its future greatness depends upon the development of the natural resources of the country of which it is the commercial metropolis; and it is sufficiently enlightened to understand the necessity of scientific knowledge and trained experience for the attainment of the most useful and profitable results from industrial enterprise. No body of men can understand better than you that capital is essential to the development of natural resources on the scale demanded by modern civilization; but capital does not always comprehend as fully that science and experience are essential for the profitable use of money in the vast industrial undertakings of our day, and hence result great waste of resources and disastrous failures. A few considerations may serve to shed some light on this subject, of such material consequence to science and capital, and at the risk of overstepping the conventional limits of a formal welcome, I venture briefly to suggest them as the means of

establishing a common ground of sympathy and fellowship between the men of science and the men of business, and I am sure that you will pardon me if I draw my illustrations from that subject with which I am most familiar—the production of iron.

THE DEVELOPMENT OF IRON MANUFACTURE.

In 1856 I had occasion to trace the history of the manufacture of iron, and established what may be termed its law of development, rather rude indeed, but plainly dependent upon the growth of population and the spread of civilization throughout the world. At that time the annual production of iron had reached about 7,000,000 tons, of which Great Britain produced 3,500,000 tons, and the United States about 1,000,000 tons. The consumption of Great Britain was 144 pounds, and of the United States 84 pounds, while the average consumption of the world was only 17 pounds, per head, of population. It was shown that the consumption per head was steadily on the increase, and that consequently the annual production was enlarging so rapidly as to double once in 14 years; and it was predicted after making due allowances for all drawbacks, such as the wars which have unhappily taken place in the interval beyond any possible expectation, that in 1875 the production of iron would surely reach 14,000,000 tons. The actual returns show that in 1871 the production amounted to 13,500,000 tons, and in 1872, the limit 14,000,000 will undoubtedly be passed, so that the estimate made in 1856 is more than realized. Meanwhile the consumption has risen in England to 200 pounds, in the United States to 150 pounds, and in the whole world to 30 pounds per head. It is not possible to convey a more striking idea of the progress of the world, during the last 17 years, than this statement affords. The consumption of iron measures the progress of civilization, and it is impossible not to believe that the whole world will ultimately require as much iron per head as we now use in the United States, when a total annual production of over 70,000,000 tons will be required. But if these figures seem to be at all wild, no one can for a moment doubt that the next 17 years will double the present annual production of iron; bringing it up to 28,000,000 tons per annum; and I feel quite safe in asserting that the beginning of the 20th century, which some among you may hope to see, will witness an annual production of over 40,000,000 tons.

BRITISH IRON.

You need not be told that iron is produced at less money cost in Great Britain than in any other quarter of the globe. This has enabled her to produce about one half of the total annual make. Of the 7,000,000 tons made in 1855, Great Britain produced 3,585,906 tons, and of the 13,500,000 tons produced last year, she turned out nearly 7,000,000 tons. It is evident, however, that there are limits in the way of raw material and labor, beyond which Great Britain cannot go. While I see no reason to doubt that there will be a steady increase in production, it is evident that she will not be able to supply hereafter, as heretofore, so much as half the annual wants of the world for iron. But allowing this proportion to Great Britain, there will still remain 14,000,000 tons to be made by the rest of the world. The history of the trade, as well as the natural resources of the several nationalities, prove that the bulk of this additional product can only be made in the United States. We are in fact the only people who have kept pace with Great Britain in the ratio of increase. In 1855, when Great Britain produced 3,500,000 tons we produced 1,000,000 tons. In 1872, when Great Britain will produce 7,000,000 of tons, we produce 2,000,000 tons—the quantity produced in Great Britain in 1847, showing that we are only 25 years in arrear of her magnificent production. At the same rate, therefore, we could make 7,000,000 tons in 1897. But as Great Britain cannot possibly maintain her rate of increase, there does not seem room for a doubt that our annual production will reach at last 10,000,000 and will probably amount to 15,000,000 tons before the close of the present

century. This means that 25,000,000 to 40,000,000 tons of iron ore shall be annually extracted from our mines, and that our coal production will exceed 100,000,000 tons per annum, required for iron and other branches of industry. It means that an investment of capital to the amount of \$500,000,000 at least, and probably \$1,000,000,000 shall be made in opening mines, erecting works, and supplying the requisite machinery of production. New York is already the financial centre of the American Continent, and is destined to be the main distributor of capital for the world. This vast sum of money will therefore be drawn from the accumulations of capital controlled in New York and its productive results will depend mainly upon the judgment and skill displayed in its expenditure. Here then is the common ground on which capital and science must meet and shake hands, and be henceforth inseparable friends. But if it be the mission of science thus to reconcile capital with industry, it is the still higher and nobler mission of science to reconcile industry with capital. The world is full of the conflict between capital and labor. Where there should be peace there is war. Where nature intended an absolute harmony there is utter discord. For one, I am free to say, after the most careful investigation, and very extensive observation, that iron has heretofore been made at too low a cost in foreign countries to allow the workmen engaged in its production a fair share of the necessities and comforts of life. This is due to the fact that the possession of virgin resources in coal and iron made it easy to increase production beyond the present wants of society. The resulting competition has had the effect to reduce prices to so low a point that proper wages could not be paid, and mankind has been enabled to get cheap goods at the expense of humanity itself.

I thank God, reverently and with gratitude unspeakable, that this day has passed, I trust, forever. These virgin resources are mainly exhausted, and it is no longer possible, in Europe, at least, to produce more iron than the world requires; prices have risen; the workmen are demanding and receiving a more reasonable reward for their labor, and it now only remains for them to fit themselves and their families for a rational use and enjoyment of the fruits of their toil. In looking back over the sad and gloomy fields of suffering among the European mines and works which I have traversed so often, and in looking forward to the more cheerful prospect now spread out before the sons of toil, I am tempted to exclaim with the Patriarch: "Lord, now lettest thou thy servant depart in peace, for mine eyes have seen thy salvation."

THE BLESSINGS OF CHEAP IRON.

But cheap iron is a blessing to mankind, and to deprive the world of it is a calamity so serious that no one can contemplate it without a feeling of reluctance. Here, again, science steps in to reconcile high wages with cheap iron. It is the mission of science to cheapen processes, which enables wages to be raised without enhancing the cost of the product of the world. The history of industry is full of examples of the truth of this proposition, but for our purpose the Bessemer process affords its best illustration. By the genius of one man the whole world is enriched, its comforts enlarged, its progress promoted, and new fields of art and industry opened to its enterprise and energy. The annual saving in carrying on the business and transportation of the world can only be measured by millions; and when equal genius is applied to the proper distribution of the saving produced by the Bessemer process, by the Danks puddler, and other economical processes that have been and will be invented, the laboring classes all over the world will be lifted out of the depths, and this earth become the paradise it was intended to be, when the Great Giver of all endowed it with so much beauty and such boundless sources of wealth, and made the forces of nature to be the servants of man, whenever he learns how to use and govern them. You, gentlemen, have limited yourself to the study of

physical laws and their application to industry, but I hope to see the day when all over this land, and throughout the world, there will be similar associations devoting themselves with equal zeal and intelligence to the discovery of the laws upon which society should be organized, and to the application of these laws to the proper distribution of the fruits of industry among those who labor for their production; so that nowhere in the world, and least of all in this land of boundless resources, shall it be said that there are idle hands because there is no work to be done, or that there are want and misery because there is not a just division of the proceeds of industry. If, then, my views in regard to the dignity and importance of your mission be correct, you have not associated yourselves together one day too soon. You can derive encouragement from the magnificent results already achieved by your sister association, the British Iron and Steel Institute, only two years, your senior, which has already given to the world several volumes of papers of inestimable value, and among them that admirable treatise of J. Lowthian Bell, on "the Chemical Phenomena of Iron Smelting," wherein the laws governing the operation of the blast furnace are placed upon settled foundations, and two continents have been made his debtor, a debt which you will gladly join with me in recognizing on the first suitable public occasion which has occurred since the completion of his great work.

Having thus briefly traced out the mission of science in our day to bring capital into productive relations with labor, and to remove the just grievances of labor, not against capital, but against its ignorant administration, and to make commodities cheap for the benefit and not at the expense of humanity, let me, in conclusion, sketch the picture which will be presented at the beginning of the next century, when our mining interests will be developed on a scale somewhat commensurate with the area of the country and the extent of its resources. As New York will be the centre of capital, so will it be the initial point of our iron and steel industry. On the shores of the Hudson river, the ores of Lake Champlain, of the valleys of Connecticut, and of the highland ranges of New York and New Jersey will meet the anthracite coals of Pennsylvania upon conditions so favorable that New York and its vicinity must become a great metallurgical centre. Thence the chain of fire, extending across New Jersey, and following the banks of the Lehigh and Schuylkill to the Susquehanna, will lead us by the margin of the coal fields, along the outcrop of the magnetic, hematite, and fossiliferous ores which extend through Pennsylvania, Maryland, Virginia, North and South Carolina, Tennessee, Georgia, and Alabama, nearly to the Gulf, so that the light of furnace answering to furnace will never be lost sight of in the long line of over 1,000 miles. Thence, turning to the West, Missouri, Kentucky, Western Tennessee, Ohio, Indiana, and Illinois will be all aglow with furnaces, forges, and mills, fed by the admirable fuel of the inexhaustible coal fields of the West, and the superb ores of Missouri and Lake Superior. The waters of the great lakes will reflect the flames which will light up their margin, while to the West, along the line of the various Pacific Railways, the newly found coal and iron of that hitherto trackless region, will form an enduring basis for the growth of industrious communities, busy cities, and teeming farms. The west coast will not be behind in the race, but an iron industry, more valuable than its mines of gold and silver, will yet supply its growing millions with the fundamental basis upon which modern civilization rests. The growth of this vast industry will be accompanied by the schoolmaster, the preacher, and the physician. Homes of which human nature may be proud will be established in its wake, labor and Christianity will march hand in hand, binding all interests and all classes so harmoniously and so indissolubly together, that peace and good will between capital and labor shall prevail throughout the land forever. Gentlemen, you are welcome to New York.

THE CANADA SOUTHERN RAILWAY COMPANY

Are now offering through the undersigned the

REMAINING \$5,000,000

OF THEIR

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the **SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST**, connecting the **GREAT SYSTEM OF RAILWAYS** which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) Two hundred and twenty miles are graded, bridged, and ready for the superstructure. The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be **33 Miles Shorter than any other Road**, either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfurt.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER
No. 10 Wall-St.

Journal of Railroad Law.

RAILROAD COMPANIES—DUTIES AND OBLIGATIONS OF, AS INTERMEDIATE CARRIERS—WHEN THEY BECOME WAREHOUSEMEN—WHAT IS REASONABLE NOTICE OF READINESS FOR DELIVERY TO NEXT CARRIER.

The case of *Mills vs. The Michigan Central Railroad Company*, (45 N. Y., 622,) was an action brought to recover the value of 298 bags of wheat, which were shipped on the defendant's road at Kalamazoo, Michigan, on the 16th of October, 1865, to go to Detroit by rail, and thence to Buffalo, N. Y., by propellers on the Lakes, thence to Albany N. Y., by the N. Y. Central Railroad. The bags were consigned to Mills and McMartin, Albany, N. Y., by lake and rail, but no way bills of shipping receipts were delivered to the plaintiff's agent at Kalamazoo. The property duly arrived at Detroit, one car load on the 17th, and the other on the 18th, of October, where it was destroyed by fire, which burned the freight warehouses of the defendant on the evening of the last mentioned day.

The Special Term gave a judgment in favor of Plaintiff, and the General Term affirmed the same. The following is the opinion of the court delivered by—

FOLGER, J.—Unless the defendants were relieved from their liability as common carriers by the provision in their charter to be noticed hereafter they could only be discharged therefrom by a delivery of the wheat to the next carrier in the line of transportation, or by a notice to him that it was ready for delivery, and the lapse of a reasonable time for him to take it away, and in the event of his neglect so to do, the proper storage of the same, or by the doing of some act indicating a renunciation of the relation of carrier. (*McDonald vs. West, Trans. Co.* 34 N. Y. 497.) The wheat was not actually delivered nor is it shown that notice of its arrival was actually brought home to the next carrier in the line of transportation. Notice was given, however, according to a custom prevalent with the defendants and carriers who were used to take goods from them. The custom was to deposit a written notice of the presence of freight in a letter-box appropriated to the particular carrier by whose line the freight was to go. To this box the succeeding carrier had constant access. The custom was uniform and fully recognized by all connecting lines. But it is not shown that the plaintiffs and their agents who shipped the wheat from the initial point of carriage knew of this custom. If the plaintiffs are to be considered as contracting with a reference to this custom of the defendants and their connecting lines, then it must be held that the deposit in the proper box of the notice to the succeeding carrier was all the notice to him, which the law required of the defendants. And the rule seems to be, in this state, that the shipper of goods, where there is no express contract, is held to have agreed with the carrier for the transportation and disposal of them in the way usual and customary with the carrier. (*St. John vs. Van Santwood*, 6 Hill 157.) But there needed not only notice to the carrier next in line, of the arrival of the wheat, but a lapse of reasonable time for him to take it away, and in his neglect so to do, some disposition of it by the defendant, indicating its intention no longer to be charged as carriers of it. What shall be a

reasonable time is also to be determined by the circumstances of each case. It appears from the testimony, that this wheat was received by the defendants to be delivered by them to a propeller of the N. Y. Cent. R. R. Line of propellers on Lake Erie, and that in such case, the defendants shipped the goods by the first vessel of that Line which could take them after their arrival in Detroit. Here, then was a question to be determined in their favor, before the defendants could claim that they were discharged from their liability as common carriers. And we think that, as it was the custom of the defendants to bring forward to Detroit merchandise designed to be shipped through the Lake by this propeller Line and to then ship it by the first vessel of the line, which could take it after its arrival, the reasonable time, which after notice to propeller line, that line had to take away the goods, did not expire until there was a vessel, which in the ordinary course of business could take the goods away. The custom of the defendants should operate against them in this respect, as well as for them in respect to the giving of notice. And it is to be held that they made their contract affording this reasonable time to the shipper and the succeeding carrier, just as the shippers made their contract that notice deposited in the box should be a good notice of the arrival of the goods. There is no proof in the case, but that the wheat would have gone forward, had it not been destroyed by the first vessel of the line of propellers which could take it. And the defendants having contracted to take it from Kalamazoo, and so to ship it forward from Detroit, were not from anything which appears in this case discharged from their liability as common carriers of the wheat. For though notice was given of its arrival, reasonable time for taking from the custody of the defendants had not elapsed, nor had the defendants done any act of storage or otherwise which changed their relation to the plaintiff of common carriers of the wheat.

Neither do we think that the section from the charter of the defendants, which was produced at the Circuit, and to which our attention has been called, has the effect to relieve them. The design of that section is to accord a right to the defendants, to wit, that of charging a price for the storage of goods after certain notice and after holding the goods for a certain time. The proviso which the section contains, and which is relied upon by the defendants to limit their liability in this case, does not act independently of the rest of the section, and of itself give to the defendants another privilege right or exemption. It is on the other hand, restrictive or explanatory merely of the affirmatively enacting part of the section, and limits its effect favorably to the defendants. So that the section and proviso together do no more than declare that when goods have arrived at the warehouse of the defendants in Detroit, they may charge storage upon them, after notice of their arrival and a lapse of twenty-four hours therefrom; but the availing themselves of this right so to charge shall not continue their liability as common carriers; but that in all cases where they have chosen to exercise this right, they shall be held only to the liability of warehousemen for goods thus awaiting delivery. In other words, the section was to apply only to goods which had

reached their place of final destination and there awaited delivery, and not to goods on their way from the possession of the defendants to that of another connecting carrier. The judgment should be affirmed, with costs.

Judgment affirmed.

The delegation from California, recently in Boston, negotiating an alliance with the Atlantic and Pacific Railroad Company for the construction of the thirty-fifth parallel road, having concluded satisfactory arrangements, will meet at St. Louis on the 10th inst. to advise with the people of that city on the subject.

The formal opening of the new railroad from Egg Harbor city to May's Landing took place on the 1st inst. On the 3d inst. regular passenger trains commenced running.

Statement of the Public Debt of the United States June 1, 1872.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$20,000,000 00	\$416,666 67
5 per cent. 1881 bonds, 1861..	18,415,000 00	460,375 00
6 per cent. 1881 bonds, (Oregon), 1861.....	945,000 00	23,625 00
6 per cent. 1881 bonds, 1861..	189,321,200 00	4,733,030 00
6 per cent. 5-20 bonds, 1862..	276,093,500 00	1,383,467 50
6 per cent. 1881 bonds, 1863..	75,000,000 00	1,875,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	2,432,091 25
6 per cent. 5-20 bonds, 1864..	2,379,500 00	11,897 50
6 per cent. 5-20 bonds, 1864..	73,803,650 00	369,018 25
6 per cent. 5-20 bonds, 1865..	159,732,850 00	798,664 25
6 per cent. consols, 1865.....	224,490,050 00	5,612,261 25
6 per cent. consols, 1867.....	320,771,600 00	8,019,290 00
6 per cent. consols, 1868.....	39,264,250 00	981,606 25
5 per cent. funded loan of 1881	200,000,000 00	833,333 33
Aggregate of debt bearing coin interest.....	\$1,795,383,900 00	\$27,950,316 25
Interest due and unpaid		6,837,128 88
DEBT BEARING INTEREST IN LAWFUL MONEY.		
3 per cent. certificates, 1867-68	\$12,085,000 00	\$67,896 42
3 per cent. navy pension fund, 1868.....	14,000,000 00	175,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	6,790 00
Aggregate of debt bearing interest in lawful money....	\$26,763,000 00	\$249,676 42
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	117 00
6 per cent. bounty land scrip, 1847.....	3,900 00	238 97
6 per cent. bonds, 1848.....	5,500 00	165 00
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,300 00
5 per cent. bonds, 1860.....	10,000 00	675 00
6 per cent. 5-20 bonds, called 1862	9,063,300 00	221,275 65
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	20,000 00	1,520 97
5 per cent. 1 year notes, 1863.	103,197 00	5,159 85
5 per cent. 2 year notes, 1863.	60,105 00	4,809 68
6 per cent. compound interest notes, 1863-64.....	603,880 00	119,586 29
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	549,250 00	37,158 27
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,343 80
3 per cent. certificates called.	1,770,000 00	16,871 85
Aggregate of debt on which interest has ceased since maturity	\$12,407,787 26	\$494,216 12
DEBT BEARING NO INTEREST.		
Demand notes, 1861-62.....	\$90,356 25	
Legal tender notes, 1862-63..	357,500,000 00	
Fractional currency, 1862-3-4.	42,310,707 95	
Coin certificates, 1863.....	25,834,600 00	
Unclaimed interest.....		11,834 84
Aggregate of debt bearing no interest.....	\$425,735,664 20	\$11,834 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,380,816,600 00	
Bonds at 5 per cent.....	414,567,300 00	
	\$1,795,383,900 00	\$34,787,445 13
Debt bearing interest in law- ful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent.....	12,085,000 00	
	\$28,763,000 00	249,676 42
Debt on which interest has ceased since maturity.....	12,407,787 26	494,216 12
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	357,590,356 25	
Fractional currency.....	42,310,707 95	
Coin Certificates.....	25,834,600 00	
	\$425,735,664 20	
Unclaimed interest.....		11,834 84
	\$2,260,290,351 46	\$35,543,172 51
Total debt, principal and interest, to date, including interest due and unpaid.....		\$2,295,833,523 97
AMOUNT IN TREASURY.		
Coin.....	\$91,108,331 04	
Currency.....	11,207,813 99	
	\$102,316,145 03	
Debt, less amount in Treasury, June 1, 1872.	\$2,193,517,378 94	
Debt, less amount in Treasury, on the 1st ult.	2,197,743,440 72	
Decrease of debt during the past month....	\$4,226,061 78	
Decrease of debt since March 1, 1872.....	32,296,119 04	
Decrease from March 1, '69 to March 1, '72.	299,649,782 03	
BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.		
	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$647,125 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	40,708 00
Totals.....	\$64,623,512 00	\$1,615,597 80
Interest paid by United States, \$14,631,870 18; interest repaid by transportation of mails, &c., \$3,642,997 86; bal- ance of interest paid by United States, \$10,988,872 32.		
The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1872.		
GEO. S. BOUTWELL, Secretary of the Treasury.		

Kingston and Hanover Railroad.

The proposed railroad from Kingston to Hanover is designed to open up for development an important section of Plymouth county, and to form one of the several important routes which may diverge from Kingston as a railroad centre. The preliminary line begins at Lucas Crossing, so called, in Kingston, at a point on the Old Colony Railroad, about a mile to the westward of the Kingston Station. It runs in as nearly an air line as may be through a portion of Northwest Kingston and Pine Brook Valley to High street in West Duxbury, and between Center Pembroke and North and East Pembroke to connect with the Hanover Branch Railroad at the station near Curtis' Forge, Hanover.

The exact distance between the termini is eight and three tenths miles, over a route mostly level, or of easy grades, and with but few and slight curves. At the ordinary price of iron, it is the opinion of competent judges, that the cost of the road can be brought within the amount of capital stock required to be subscribed under the law of 1872, which is \$15,000 per mile.

The Kingston and Hanover Railroad Company is being organized under the new general law, with the full conviction that the road is a public necessity, and that there will be sufficient business to handsomely support it.—*Plymouth Rock.*

Initiatory steps have been taken to lay a double track on the main line of the Chicago and Alton Railroad between Chicago and St. Louis with steel rails.

The directors of the New York Bridge Company, recently elected, are: Henry C. Murphy, Abram S. Hewett, Seymour L. Husted, Loyd Aspinwall, Jas. S. T. Stranahan, Alex. McCue, Wm. H. Appleton, Henry W. Slocum, Isaac Van Anden, Wm. H. Vanderbilt, Wm. C. Kingsley, John H. Prentice, Demas Barnes, John W. Lewis and Wm. Marshall.

The first sod of the Rivier du Loup Railway was turned at St. Mary's near Fredericton, N. B., the 8th of May by Lieut.-Governor Wilnot. The work will be proceeded with at once. 1,000 tons of iron for the road will arrive about July 1st. R. Robinson, Esq., is President of the company, and Julius Inches Secretary.

Work on the Wolfboro' (N. H.) Branch Railroad is now in a rapid state of progression. About 800 men are employed on the remaining eight miles to be completed. Messrs. Wilson & Tennent, the contractors, say that the cars shall be running the entire length by the 4th of July.

A. P. Gorman has been elected President, and George S. Brown, Jas. G. Berrett, Gilmer Meredith, Greenbury M. Watkins, Daniel S. Biser and Michael Bannon, directors of the Chesapeake and Ohio Canal Co.

Charles J. Pusey has been elected President, John Q. Hoyt Vice President, A. W. Humphreys Treasurer, and Edward W. Serrell Chief Engineer of the Hudson River Bridge and New England Railroad Company.

The road bed of the East St. Louis, Cahokia and Falling Springs Railroad is nearly completed.

The New York and New Haven Railroad Company have declared a dividend of \$5 on each full paid share, and \$2 50 on each scrip share of stock, payable July 1.

A convention of narrow gauge railroad men will assemble at St. Louis on the 19th of June. The advantages and the disadvantages of the two systems will be thoroughly discussed.

The Helena (Ark.) *World* says that work on the Mobile and Northwestern Railroad is being pushed ahead with astonishing rapidity.

To Contractors.

PROPOSALS received for Sections at Wilton, N. H., for the Graduation, Rock Work, etc., on the Peterboro' Railroad. Apply to
GEO. W. CRAM, Contractor,
Wilton, N. H.

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OFFICE OF THE

Toledo, Peoria & Warsaw
Railway Company,No. 80 BROADWAY, ROOM No. 88,
NEW YORK, May 30, 1872.

THE COUPONS DUE JUNE 1 ON FIRST Mortgage Bonds of Toledo, Peoria and Warsaw Railroad Company, Burlington Division, will be paid at the office of the Company on and after that date, less Government tax.

JAMES F. SECOR,
President.

OFFICE OF THE

Toledo, Peoria & Warsaw
Railway Company,

THE COUPONS DUE JUNE 1 ON FIRST Mortgage Bonds of Toledo, Peoria and Warsaw Railroad Company, Eastern Division, will be paid at the office of the Farmers' Loan and Trust Company, No. 26 Exchange place, on and after that date, less Government tax.

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NEW YORK.

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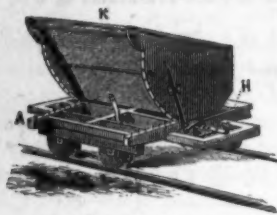
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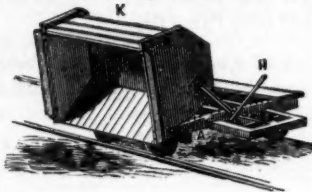


Fig. No. 1, Car Loaded.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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June 15, steamer HENRY CHAUNCEY, Capt. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, Jam., connecting at Panama with steamer ARIZONA, Capt. —, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of June 13.

An extra steamer will leave San Francisco, June 15, 1872, for Japan and China.

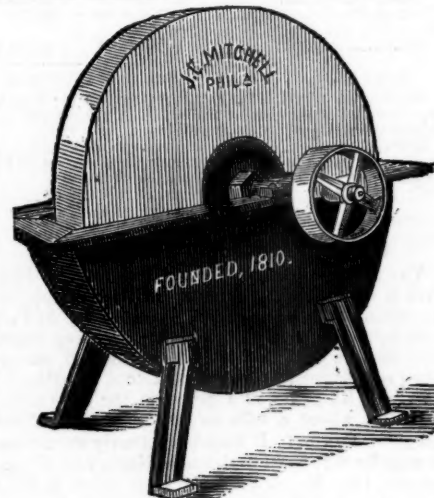
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